

TAHOE REGIONAL PLANNING AGENCY (TRPA)  
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)  
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, November 20, 2019**, commencing **no earlier than 11:00 a.m.**, at the **Chateau, 955 Fairway Boulevard, Incline Village, NV** the **Governing Board** of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, November 20, 2019**, commencing at **8:30 a.m.**, at the **Chateau**, the **TRPA Forest Health & Wildfire Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Discussion and Possible Recommendation of proposed code language for TRPA Code of Ordinances Chapter 61, Section 61.1 Tree Removal and Section 61.2 Prescribed Fire.; (Page 63) 4) Committee Member Comments; Chair – Hicks, Vice Chair – Novasel, Cashman, Faustinos, Lawrence, Sevison, Cegavske; 5) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, November 20, 2019**, commencing at **9:30 a.m.**, at the **Chateau**, the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Recommend Approval for Adoption of Amendment #5 to the 2019 Federal Transportation Improvement Program; (Page 1) 4) Recommend Approval of Amendment #1 of the FY 2020 Lake Tahoe Transportation Overall Work Program; (Page 33) 5) Informational briefing on annual CPI adjustment (3% this year) to the TRPA Application Filing Fee Schedule; (Page 65) 6) Discussion and potential direction to Staff on TRPA's Long-Term Debt; 7) Upcoming Topics; 8) Committee Member Comments; Chair – Aldean, Vice Chair – Sevison, Beyer, Cashman, Cegavske, Hicks, Yeates; 9) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, November 20, 2019**, commencing **no earlier than 10:00 a.m.**, at the **Chateau**, the **TRPA Environmental Improvement, Transportation, & Public Outreach Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Discussion and Possible Direction on the 2020 Regional Transportation Plan update; (Page 81) 4) Committee Member Comments; Chair – Cashman, Vice Chair – Faustinos, Berkbigler, Beyer, Novasel, Shute, Lawrence; 5) Public Interest Comments**

NOTICE IS FURTHER GIVEN that on **Wednesday, November 20, 2019**, commencing **at the conclusion of the Governing Board Meeting, no earlier than 1:00 p.m.**, at the **Chateau**, the **Local Government & Housing Committee** will meet. The agenda will be as follows: **1) Public Interest Comments; 2) Approval of Agenda; 3) Discussion and Possible Direction to staff for the Housing Program Work Plan ; (Page 85) 4) Committee Member Comments; Chair – Novasel, Vice Chair –Berkbigler, Aldean, Laine, Rice, Sevison, Faustinos (Ex Officio), Lawrence (Ex Officio); 5) Public Interest Comments**

November 13, 2019



Joanne S. Marchetta,  
Executive Director

This agenda has been posted at the TRPA office and at the following locations: Post Office, Stateline, NV, North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV

<b>TAHOE REGIONAL PLANNING AGENCY</b>	
GOVERNING BOARD	
The Chateau	November 20, 2019
Incline Village, NV	No earlier than 11:00 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Governing Board. All such comments will be included as part of the public record.

**“Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below.”**

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance

## AGENDA

### I. CALL TO ORDER AND DETERMINATION OF QUORUM

### II. PLEDGE OF ALLEGIANCE

A. Moment of silence in honor of El Dorado County Sheriff's Deputy, Brian Ishmael

### III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

### IV. APPROVAL OF AGENDA

### V. APPROVAL OF MINUTES

Adjourn as the TRPA and convene as the TMPO

### VI. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

Adjourn as the TMPO and reconvene as the TRPA

### VII. PLANNING MATTERS

A. Briefing of the Lake Tahoe Aquatic Invasive Species Control Action Agenda **Informational Only** [Page 39](#)

B. Briefing on Forest Health Implementation Planning:

1) Forest Health Action Plan by Forest Schafer, California Tahoe Conservancy **Informational Only** [Page 55](#)

2) Lake Tahoe West Landscape Restoration Strategy **Discussion and Possible Direction to Staff** [Page 57](#)

### VIII. REPORTS

A. Executive Director Status Report **Informational Only**

B. General Counsel Status Report **Informational Only**

### IX. GOVERNING BOARD MEMBER REPORTS

### X. COMMITTEE REPORTS

A.	Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project	<b>Report</b>	<b><u>Page 59</u></b>
B.	Local Government & Housing Committee	<b>Report</b>	
C.	Legal Committee	<b>Report</b>	
D.	Operations & Governance Committee	<b>Report</b>	
E.	Environmental Improvement, Transportation, & Public Outreach Committee	<b>Report</b>	
F.	Forest Health and Wildfire Committee	<b>Report</b>	
G.	Regional Plan Implementation Committee	<b>Report</b>	
XI.	PUBLIC COMMENT		
XII.	ADJOURNMENT		

#### **TMPO CONSENT CALENDAR**

<b><u>Item</u></b>	<b><u>Action Requested</u></b>	<b><u>Page</u></b>
1. Amendment #5 to the 2019 Federal Transportation Improvement Program	<b>Approval</b>	<b><u>Page 1</u></b>
2. Amendment #1 of the FY 2020 Lake Tahoe Transportation Overall Work Program	<b>Approval</b>	<b><u>Page 33</u></b>

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings,



adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Chair, William Yeates, California Senate Rules Committee Appointee; Vice Chair, Mark Bruce, Nevada Governor's Appointee; James Lawrence, Nevada Dept. of Conservation & Natural Resources Representative; Sue Novasel, El Dorado County Supervisor; Belinda Faustinos, California Assembly Speaker's Appointee; Shelly Aldean, Carson City Supervisor Representative; Marsha Berkbigler, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; E. Clement Shute, Jr., California Governor's Appointee; Casey Beyer, California Governor's Appointee; Barbara Cegavske, Nevada Secretary of State; Timothy Cashman, Nevada At-Large Member; A.J. Bud Hicks, Presidential Appointee; Wesley Rice, Douglas County Commissioner; Brooke Laine, City of South Lake Tahoe Councilmember.



TAHOE REGIONAL PLANNING AGENCY  
GOVERNING BOARD

TRPA  
Stateline, NV

October 23, 2019

**Meeting Minutes**

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Yeates called the meeting to order at 1:50 p.m.

Members present: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske (by phone), Ms. Faustinos, Mr. Hicks, Ms. Laine, Mr. Lawrence, Ms. Novasel, Ms. Davidson for Mr. Rice, Ms. Gustafson for Mr. Sevison, Mr. Shute, Mr. Yeates

Members absent: Mr. Beyer

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

Steve Dolan, Incline Village resident on behalf of the Friends of Third Creek said this organization was founded to put together funds to help the Nevada Department of Wildlife, Fisheries in their study of Third Creek for the reintroduction of the Lahontan Cutthroat Trout. He spoke with the Nevada Department of Wildlife and the Incline Village General Improvement District General Manager who are concerned with the negative impact of putting snow mobiles on Third Creek. The US Forest Service proposal to do this has 26 days left for commenting on these problems. It's noted in the proposal that if comments are not made as public entities and individuals it will cost time, money, and trust. It's imperative to focus on the use of snow mobiles at Third Creek because of the 7,000 Lahontan Cutthroat Trout that were introduced into the Lake. That in itself creates the concept that has been denied by the US Forest Service. In their document for minimization criteria it states when asked if the area would contain Lahontan Cutthroat Trout occupied habitat, their answer was no. He distributed a postcard with pictures taken in the area of Third Creek to the dais with a message on the postcard to be sent to the Forest Service " Please ban Over Snow Vehicle use over, on, or near Third Creek and its SEZ in the North Area of the Lake Tahoe Winter Rec and OSV Travel Management Project." and asked everyone to mail these to the Forest Service. He provided TRPA with a guideline on what they can use to initiate an objection. Incline Village objection is both for the property near the meadows and different issues than TRPA. If the Nevada Department of Wildlife, the Incline Village General Improvement District, TRPA, and the Nevada Department of Conservation get together then there may be a chance to be heard by the US Forest Service.

IV. APPROVAL OF AGENDA

Mr. Yeates deemed the agenda approved as posted.

V. APPROVAL OF MINUTES

GOVERNING BOARD

October 23, 2019

Ms. Aldean said she provided her clerical edits to Ms. Ambler and moved approval of the September 25, 2019 as amended.

Motion carried.

VI. TRPA CONSENT CALENDAR

1. September Financials
2. Lake Tahoe Community College: Mobility Hub Project, APN 025-041-10, TRPA File #ERSP2019-0253
3. Recertification of the City of South Lake Tahoe's Permit Delegation Memorandum of Understanding
4. APC Membership Appointment for the Washoe Tribe Representative, Serrell Smokey
5. APC Membership Appointment for the Tahoe Transportation District Alternate Representative, Steve Teshara

Ms. Aldean said the Operations and Governance Committee recommended approval of item number one.

Ms. Aldean moved approval.

Ayes: Ms. Aldean, Ms. Berkgigler, Mr. Bruce, Mr. Cashman, Mrs. Cegavske, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Ms. Davidson, Ms. Gustafson, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer

Motion carried.

Ms. Aldean moved to adjourn as the TRPA and convene as the TMPO.

Motion carried.

VII. TAHOE METROPOLITAN PLANNING ORGANIZATION CONSENT CALENDAR

1. 2019 Public Participation Plan for TMPO Planning and Programming Actions

Ms. Aldean said the Operations and Governance Committee recommended approval of item number one.

Ms. Aldean moved approval.

Motion carried.

Ms. Aldean moved to adjourn as the TMPO and reconvene as the TRPA.

Motion carried.

VIII. PUBLIC HEARINGS

- A. Amendment of Performance Review System, Code Amendment, Section 50.5.2, regarding Short-Term Rentals: and Short-Term Rental Neighborhood Compatibility Guidelines

Mr. Shute said after Regional Plan Implementation Committee discussion and public comment, the committee made some minor technical amendments and unanimously recommended to the Governing Board adoption of this program. There was one issue about whether there should be a provision about Best Management Practices in connection with a new or revised permit. The committee voted to leave that in the compatibility guidelines. This is a contentious issue and the working group put in a lot of time and there were very diverse opinions. This is a good start and is just the first step.

TRPA team member Ms. McMahon provided the presentation.

Ms. McMahon said the Regional Plan Implementation Committee recommended approval with three minor technical corrections to the guidelines that have been incorporated and distributed to the Governing Board.

In April 2019, prior to the distribution of the residential allocations to the local jurisdictions by the Governing Board, the Local Government and Housing Committee agreed to develop a code amendment and guidelines to make short term rental neighborhood compatibility a third criterion of the performance review system. The working group prepared a work program, process, and schedule. They developed a menu of locational, operational, enforcement, and Best Management Practices and an updated current conditions report. All the local jurisdictions are currently collecting transit occupancy tax and the five jurisdictions are using a monitoring service to identify and bring illegal short term rentals into compliance. Three of the jurisdictions have a short term ordinance in place and the other two are actively working on developing ordinances. All of the jurisdictions have an enforcement program in place, but all have room for improvement. The City of South Lake Tahoe is the only jurisdiction through Measure T that is currently addressing the location of short term rentals. A website was developed for information pertaining to the working group and local jurisdictions short term rentals programs along with public comment received.

Today's proposal has added a third criterion to the short term rental neighborhood compatibility. Just like the code language to demonstrate compliance for the Total Maximum Daily Load implementation and residential audit performance, the proposed code amendment language would require a local jurisdiction to receive a score of 90 percent or greater based on short term rental neighborhood compatibility guidelines to receive their full allotment of residential allocations. The working group guidelines provided a menu of Best Management Practices that the local jurisdictions could select from that provided flexibility, linking to Regional Plan goals and policies and the environmental thresholds, including the locational, operational, and enforcement criteria. It also included numerical value for scoring purposes. There was general consensus among working group members (members of the public, local jurisdictions, the real estate and building community) that local jurisdictions should take the lead in developing operational standards for short term rentals as well as providing better enforcement. The proposed locational strategy was more of a challenge but a core of the 2012 Regional Plan was to direct development and uses towards town centers, public transit, and bike and pedestrian amenities. The working group mapped all the permitted short term rentals in the Tahoe region and made available an online interactive map to assist the local jurisdictions when developing their location strategy. They did analysis on the existing location of short term rentals and found that there's approximately 6,500 short term rentals in the Tahoe region. About six percent are located within the town centers

and about 90 percent of short term rentals are located within residential regional land use districts. The group also looked at the location of short term rentals in proximity to recreation amenities. About four percent of those are located near ski resorts and golf courses and 50 percent are within one quarter mile of a recreation site. Seventy percent are within one quarter mile of an existing or proposed shared use path, bike lane, or bike route.

In order to receive 30 points under location in the guidelines, local jurisdictions will need to demonstrate that they're directing short term rentals towards town centers and transportation amenities. To show that they're addressing residential neighborhood compatibility, they need to have a short term rentals ordinance that addresses noise, occupancy, parking, refuse, defensible space, water quality, public health & safety, education, and a program to enforce those regulations.

The Advisory Planning Commission recommended removing the water quality criteria from the guidelines. TRPA staff recommended retaining the water quality standards in the guidelines which was supported by the Regional Plan Implementation Committee.

Presentation can be viewed at:

[Agenda Item No. VIII.A Short Term Rentals](#)

#### Board Comments & Questions

Ms. Novasel said this wasn't an easy process. The working group consisted of a wide selection of people throughout the community. This was a good start and it was understood that conversations would need to continue. Today's proposal was a lot of work done through the working group, staff, and other organizations who were at the table.

Mr. Cashman asked if the working group projected the scores of what the local jurisdictions would get based on what they currently have in place.

Ms. McMahon said El Dorado County, Douglas County, and the City of South Lake Tahoe have short term rental ordinances in place. Washoe County and Placer County are working on ordinances. Through Measure T, the City has addressed the location strategy and the other jurisdictions will need to work on over the next year if they want to receive the next round of allocations through the performance review system. These changes will require that the jurisdictions review their programs.

Mr. Cashman said this may or may not affect all the jurisdictions. For example, Washoe County has allocations that they haven't used, and the City of South Lake Tahoe uses all they can get. There will be a varying degree of urgency as it relates to the implementation of this for the different jurisdictions. He asked if it was correct that all short term rentals are going away after two years as the result of Measure T.

Ms. Laine said not all of them. Measure T is addressing the location issue, it still permits vacation homes in the Tourist Core area within the City of South Lake Tahoe.

Ms. Gustafson said Placer County is addressing this partially from what came out of the working group. In addition, the tremendous input received from the community members and constituents on why we need to address short term rentals.

Ms. Berkbigler said Washoe County has 104 allocations with not that many vacant lots. This doesn't incentivize the county. They've had a huge outcry from the citizens so consequently they are working on this. The Washoe County representative for the Advisory Planning Commission opposed this based on the location standards. She'll be supporting this motion today. Washoe County is aware that there's a conflict between her personal position as a representative of the Governing Board and staff's position. It doesn't change how they're going to do this plan and are moving forward. As with any other new ordinance, it takes time to process. They'll take it to their Board of Commissioners meeting on November 12<sup>th</sup>. It will go to the Planning Commission most likely in January 2020 then onto a public hearing and citizens advisory board hearing. It's anticipated to be ready to go around April of 2020 which should still be sufficient for the summer season which is when this mostly impacts the community with transportation and parking. The transportation and parking are also being worked on during this process. Washoe County is committed to do this and will also include location language. It may not be sufficient for TRPA's approval, but it will be sufficient for the approval of her constituents in Incline Village.

#### Public Comments & Questions

Wayne Ford, Incline Village resident said he supported the approval of the third criterion and guidelines. For Washoe County, the short term rentals need to be under a special use permit. Commissioner Berkbigler has stated that the county doesn't have a lot to lose by not receiving allocations. He asked for a map of the short term rentals for many months and the response was they were not sure how to police these groups to ensure that they're getting licensed unless they know the addresses. There's no stick, no maps to plan on how to cluster these rentals. The only solution is for TRPA to require that Washoe County has a special use permit for short term rentals. That will locate them when applications are made. Then based on those conditions being attached to the special use permit, if they're not complied with, then the permit can be removed. Because the allocations don't mean that much, he suggested that in the new area plan there's an asterisk for short term rentals to have a special use permit. Then the proper review can take place at the different levels.

Leona Allen, El Dorado County resident said there are 6,500 permitted vacation rentals in the Lake Tahoe Basin and there are probably two to three times the amount of unpermitted vacation rentals. TRPA is not doing enough in solving the problems and are going against its own mission statement, policies, and Regional Plan. Vacation rentals are businesses erroneously being placed in the residentially zoned neighborhoods. County governments consider them a business because they're required to have a permit to operate. Fire protection districts consider them a business because they require an inspection to operate. Realtors and property managers consider them a business because they obtain revenue from their commercial use. It is time for TRPA to follow suit and treat them as a commercial entity. Residents are tired of living next to hotels when they purchased homes in non-commercial areas. At the very least, a temporary cap must be placed on the numbers until a solution is found.

Ronda Tycer, Incline Village resident this board has inherited two mistakes from its predecessors. Today that can be corrected. On March 17, 2004, the board changed the Code of Ordinances to recognize the use of a single-family home as a short term vacation rental and delegated all nuisance and other enforcement to local governments. Today, there's a battle among Tahoe stakeholders, Airbnb and all the local spinoff businesses in real estate and construction. There are government officials depending on transient occupancy tax like it's an IV transfusion. There are short term rental owners protecting their incomes and the investments and there's the permanent residents fighting for the preservation of the neighborhoods. The worst mistake was reconceiving short term rentals as a residential use of a home. In 2019, short term rentals are a big business. Her street has nine homes with one short term rental that is a hotel. TRPA can't fix all short term rental problems by giving local governments the authority to enforce neighborhood compatibility guidelines. The permanent residents cry loudest because they are the stakeholders who have the most to lose. They ask that TRPA take control of short term rentals.

Mike Hess, Incline Village resident said 20 percent of their residential housing has already been converted to short term rentals in Incline Village with no regulations. They hope that TRPA fill follow through with the requirement to have special use permits in Washoe County.

Richard Miner, Incline Village resident said on October 21<sup>st</sup> a Nevada District Court judge ruled that as in a previous Nevada Supreme Court decision, Washoe County must refund with interest all the illegally collected property taxes for 2003 through 2006 in Incline Village and Crystal Bay. This judgment will require the county to refund between \$30 to \$50 million dollars which they don't have. In 2004, an agreement between TRPA and its jurisdictions permitted short term rentals in single-family homes. If only these jurisdictions would create and enforce regulations for the same. As of 2014, Washoe County had done nothing. That year they negotiated an agreement with the Reno Sparks Convention and Visitors Bureau to register and impose a tax on short term rentals in the County without any provisions for how it would be enforced. That omission continues to this day. A preliminary analysis of the draft Washoe County proposed ordinance recently released acknowledges only 20 of the 75 TRPA suggested guidelines. It does nothing to help TRPA meet its mandated air quality, lake clarity, or reduction of vehicle miles traveled mandates. It won't limit short term rentals in Incline Village or Crystal Bay or restrict them to the commercial core and lacks enforcement provisions. Washoe County officials have stated that there's no money to address existing issues like bad streets or illegal parking let alone short term rentals regulations. Over the past five years, inaction on short term rentals have devastated the long term rental housing market in Incline Village and Crystal Bay. Local workers are forced to commute from other areas. Washoe's proposed guidelines will only worsen the problem. TRPA needs to hold the jurisdictions accountable for effective enforcement of laws regulating short term rentals. Withholding building permits will not stem the damage or improve the environment. TRPA must mandate a legitimate environmental impact study on the effects of maintaining existing short term rentals and increasing them as the proposed guidelines.

Carole Black, Incline Village resident said she supported the previous speakers. She distributed information that she provided to the board in September. It argues for a more comprehensive phase two of this project that goes beyond allocations and looks at the entire short term rental situation and the impacts that weren't addressed in 2004 or since then. If there's an initial environmental checklist that looks at short term rentals across the board, in



looking at these motions with the best information, there are a number of Regional Plan policies that are not supported. She said it's important to take the next step. She proposed the following changes on the spreadsheet she distributed. Land use best practices, number three and Transportation best practices, number one. On land use best practices number three she suggested adding "When there is available public transport from and to the town centers." This was added to another item in the land use list. If there's not any practical alternative it doesn't make sense. Transportation best practices number one states that short term rental neighborhood compatibility program only allows short term rentals within one quarter mile of public transport and/or shared use paths, bike lanes, or bike routes. The only place she found the one quarter mile reference in TRPA documents appeared to reference distance from access to public transit within town centers and tourist zones. She suggested to add after bike routes "Within town centers and designated tourist zones when there is available public transit to and from town centers." Or "That the program encourages and can include incentives for short term rentals within one quarter mile when there's available public transit from and to town centers." This will not adversely effect accomplishing the goals and objectives of the Regional Plan. It will impact a small number of residential community areas adjacent to transit that's not useable and that already have more than any best practice density of short term rentals present in them.

Janet McDougall, Lake Tahoe resident said El Dorado County states there are 863 vacation home rentals in the Tahoe Basin portion of the county. Host Compliance provided information to the County that there are approximately 800 additional illegal vacation home rentals located in the area for a total of 1,663. Per County data there are 4,989 equivalent tourist accommodation units in the area located far away from town centers with no transit service generating increases in vehicle miles traveled and neighborhood impacts. There's a diminishing stock of housing for its intended purpose of residential use for people who live and work here. It's not this community's responsibility to make second home ownership affordable for people who cannot make it work without turning the community upside down. This is a zoning failure that must be corrected. We're beyond neighborhood compatibility best practices having any benefit. Besides a nuisance, it's a loss of neighbors. We cannot keep kicking the can down the road pretending the environment will not suffer. Local government must understand the transient occupancy tax pie has been allowed to grow beyond what can reasonably be accommodated. TRPA must do the right thing not the easy thing. This requires immediate action that goes beyond the adoption of neighborhood compatibility best practices. She's supported the adoption of the proposed performance review system, but it is only a first step. TRPA needs to change the definition of residential back to what it was prior to 2004. She suggested that a future agenda should have a policy change that will restore the traditional definitions of lodging and residential and/or impose a moratorium on new permits while the environmental and other impacts are studied.

Ed Moser, South Lake Tahoe resident said TRPA exists because local government failed. The City of South Lake Tahoe Business License Department is issuing shared home permits which is a scam to circumvent the short term rental permitting process. This is not addressed in the proposal. About three years ago, the City voted to disallow approximately 54 multi-family residences as vacation home rentals. The original ordinance passed had the wording and intent of single-family only. Two weeks later, it was reversed from pressure from realtors, property managers, and owners of multi-family vacation home rentals. It was changed to allow existing permits until sold. Some of these could have been utilized as affordable

housing. The City is considering a vacancy tax for second homes. These second homeowners were forced to pay inflated prices to begin with due to the vacation home rentals ordinances. Since the ordinance was enacted, it's gone up 25 to 27 percent per year. South Lake Tahoe is in the top five in the country. The total maximum daily load is imaginary numbers, there's no way to identify or improve that. When policy is based on imaginary numbers, there'll be problems and opposition. The residential allocations should be issued to owner occupied for single-family residences and shouldn't be added to the allocation criteria.

Natalie Yanish said in the City of South Lake Tahoe the vacation home rentals that are within the Tourist Core area are primarily resort properties and only a handful of single-family homes. Best Management Practices and the Total Maximum Daily Load is a foundational element of the goals of the Environmental Improvement Program. She supported reducing sediment load into Lake Tahoe but parsing out vacation home rentals and specifying that they need to have their BMPs but not all properties have them seems inequitable. A staff member from the City of South Lake Tahoe commented that funds should be directed towards projects that are going to make more impact. Much of that is road sweeping and is the where the pollution comes from.

Barbara Christian, Tahoe Vista resident asked what's being done to address neighborhood saturation of short term rentals. She has multiple in her neighborhood. The most problematic one is going up for sale after some remodeling. It would make sense that these issues are addressed when the property is purchased that it's not allowed to be a short term rental. Placer County states that they're not putting any restrictions on neighborhood clusters of short term rentals and will address problems as they come up.

Donarae Reynolds, El Dorado County resident said the issue is not just about nuisances and enforcement, it's about the neighborhood character and the loss of neighbors.

#### Board Comments & Questions

Mrs. Cegavske said they also have these issues in Clark County. She asked if there was enough enforcement for these short term rental issues.

Ms. Novasel said every jurisdiction is addressing enforcement differently. El Dorado County switched their enforcement from the Tax Collectors office to the Building Department code enforcement officers. They recently hired two more code enforcement officers and realigned the department. They utilize the Sheriff's Department as the first responder to any enforcement issues. They're working towards getting enforcement to a level where there is neighborhood compatibility. This is a good first step.

Mrs. Cegavske asked Ms. Novasel if this is just for the Tahoe area.

Ms. Novasel said the ordinance addresses mostly the Tahoe Basin. Outside of the Tahoe Basin, El Dorado County has some vacation rentals, but it is a vast minority and are concentrating where it's most important right now.

Ms. Gustafson said Placer County is not prone to over regulating. Since she took her seat as a District Supervisor, they're working on a new ordinance that would require a permit fee that

would cover additional code enforcement. They too have relied on their first responders and have found that they often have more important calls to respond to. They're activating an ordinance that they hope to hear for the first time on November 5<sup>th</sup>. The ordinance would regulate both the nuisance issues and provide a revenue stream that can be adjusted to address code enforcement. With the code enforcement, the Sheriff's as back up, local property management required, and an 800 number for complaints, they believe they have a formula moving forward as a first step. In regard to clustering, at this point, the County is not willing to look at the location of short term rentals and regulate it at this time. Initially, they're addressing the nuisance issues and increase transit services throughout the area.

Ms. Berkbigler said Washoe County is looking at a number of ways of paying for enforcement which is the one single unknown. Although, some believe that the County is driving a great deal of money from short term rentals. No one is licensed in Incline Village, rather permitted by the Reno-Sparks Convention and Visitors Authority but under the new regulations they'll have to be licensed. They're currently receiving \$160,000 to \$170,000 per year based on just short term rentals in Incline Village. There's other funding coming in for the transient occupancy tax but that's based on the Hyatt and possibly one other motel and that goes to the Reno-Sparks Convention and Visitors Authority and the Incline Village Crystal Bay Visitors Bureau. They've made a commitment to dedicate the amount of money that goes directly to them that they can allocate it to Incline Village for enforcement. That may mean that they'll hire a code enforcement person who's focused on the code enforcement of Incline Village. Their intention is to make the regulations self sustainable. If you are receiving a license or permit to use your home as a second income, since it is your private property and this is still a free country, they theorize that you can use your private property within a certain style. This is the theory of the rest of the commissioners. They are intending to put some location restrictions in. The draft that's out is very basic core language and want the communities of Incline Village and Crystal Bay to provide input.

Ms. Aldean asked if staff considered Ms. Black's suggestions before the final draft was issued.

Ms. McMahon said yes, they were considered but were not incorporated into today's proposal.

Ms. Novasel said part of the reason was for example, in El Dorado County they don't have transit. To put those suggestions in was adding an extra layer and the idea of the locational thresholds were to try and get to an area where everyone can work on something that's feasible. All of the suggestions made to the work group were considered.

Ms. Aldean said the Regional Plan Implementation Committee discussed having periodic updates, something more frequent than every two years when the allocations are distributed. It would be an opportunity to bring everyone up to date on the progress that's being made with respect to these issues of location, enforcement, etc. It's an ongoing conversation and is a good first step. We're not ignoring the concerns but rather addressing them in a phased approach.

Mr. Shute said he's pleased that this has received priority attention around the table. This is a good first step and needs to continue. He's asked that any workforce housing ideas that come from the housing needs studies don't turn out to be short term rentals. In addition, he asked

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them to address how we might control that with respect to the commodities transfers, conversions, and allocations.

Ms. Aldean made a motion to approve of the required findings, including a finding of no significant effect, for adoption of the Code Amendment to the Performance Review System (TRPA Code, Section 50.5.2.E), as provided in Attachments A.

Ayes: Ms. Aldean, Ms. Berkgigler, Ms. Faustinos, Mr. Bruce, Mr. Shute, Mr. Cashman, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Davidson for Mr. Rice, Ms. Laine

Absent: Mr. Beyer, Mr. Lawrence

**Motion carried.**

Ms. Aldean made a motion to adopt of Ordinance 2019-\_\_\_, amending Ordinance 87-9, as previously amended, to amend Section 50.5.2.E of the TRPA Code of Ordinances to add Short-Term Rental Neighborhood Compatibility as a third criterion to the Performance Review System, as provided in Attachment B.

Ayes: Ms. Aldean, Ms. Berkgigler, Ms. Faustinos, Mr. Bruce, Mr. Shute, Mr. Cashman, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Davidson for Mr. Rice, Ms. Laine

Absent: Mr. Beyer, Mr. Lawrence

**Motion carried.**

Ms. Aldean made a motion to direct staff to apply the proposed Short-Term Rental Neighborhood Compatibility Guidelines during the future application of the Performance Review System, as provided in Attachment C as amended today and summarized in the errata sheet provided.

Ayes: Ms. Aldean, Ms. Berkgigler, Ms. Faustinos, Mr. Bruce, Mr. Shute, Mr. Cashman, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Davidson for Mr. Rice, Ms. Laine

Absent: Mr. Beyer, Mr. Lawrence

**Motion carried.**

Mr. Yeates said he was grateful for the Local Government & Housing Committee's work, all the members of the working group, and all the people that have an interest in this issue. He shares Mr. Shute's concern about the future but at the same time this is a first good step. This is not something to go to TRPA with and expect staff to issue a moratorium or something like that, it will not work. All the issues at Lake Tahoe require a level of collaboration, a commitment, and this is a great first start. He's sorry for those who are disappointed, this is going to be a good step and hopefully you see that in the way that local government handles it in the future. We're going to stay on top of it, especially in the larger housing picture, we'll continue to address this issue.

IX. PLANNING MATTERS

A. State Route 89 Recreation Corridor Management Plan briefing

TRPA team member Mr. Middlebrook provided the presentation.

Mr. Middlebrook said the corridor planning framework was originally created in 2013 with the State Route 28 corridor plan. That plan has already been successful in implementing bundled transportation and recreation projects. The East Shore Trail connecting Incline Village to Sand Harbor has over 1,000 users per day. The State Route 89 corridor plan is from the South Shore, West Way just outside of the city limits to the north in Tahoma where the Placer County, El Dorado county line is.

The steering committee for this project consists of TRPA, the US Forest Service, and the Tahoe Transportation District. There are many partner agencies, private businesses, and non-profits who make up the project development team. They're also doing extensive community outreach including stakeholder engagement focusing on the private sector businesses and homeowners' associations within the corridor. The State Route 28 was a transportation focused plan, it got people to and from the beach via transit, bicycle, or personal vehicle. Within the State Route 89 corridor there is an added complexity in that there are many uses. They are applying a sustainable recreation framework to the plan building on the successes of SR 28. It's not only getting people to and from the corridor, it's considering what they're doing when they're there and how to move people around.

Since the last time they presented to the board, they've held six stakeholder group meetings, five of those were project development team meetings, and finished the existing conditions report summarizing all the data collected. Within the existing conditions report they looked at a wide variety of data. During the summer there were people in the field doing intercept surveys, putting post card surveys on cars, doing stakeholder outreach, counting cars, seeing how long they were staying. That was broken down by five sub areas within the corridor. While looking at the corridor as a whole, within these sub areas there are there's unique geographic and recreation infrastructure that makes each one unique. The majority of the people recreating in this corridor are overnight visitors, unlike Sand Harbor and the North Shore that get a lot of day visitors. This is a good opportunity for us to intercept them at their hotel room and get them to the corridor without using their cars. This is an auto dominated corridor. The Pope Beach to Baldwin Beach segment has 13 percent of people getting to that area by biking or walking. There are a lot of uses competing for very few parking spaces adding to the complexity of the corridor. Majority of these parking lots are full by noon and there can be an upwards of 500 cars parked along the roadway near Emerald Bay. Most of the time those cars are parked illegally and on the dirt. The majority of visitors are travelling back and forth in the same direction; if they start in the South Shore, they return to the South Shore from the corridor. Intercept lots and rapid shuttle services would have a high likelihood of success. The key issues are the demand for the recreation and infrastructure in that corridor are overwhelmed by visitation especially during the peak season. It impacts the visitor experience, safety, the environment, congestion, and traffic.

The issue in the Pope to Baldwin segment is the traffic congestion. There are land uses on both the mountain side and the lakeside. There is also a lack of connectivity to the beaches from the bicycle infrastructure. The bike path goes along the highway but doesn't necessarily connect to the beaches. Emerald Bay is the number of visitors in a geographically contained area. Considerations for Emerald Bay will be the lack of cell service, the winter access, and the backcountry skiing. The Rubicon segment is a lot of residential and there will be challenges for

the Tahoe Trail in finding an alignment that respects the neighborhoods and property boundaries. For Meeks Bay there will be coordination with the Forest Service for their update of the Meeks Bay Restoration Project. There are some safety considerations with the 45 mile per hour speed limit and people trying to cross the roadway. Some of the issues seen in Sugar Pine Point State Park are the spillover issues seen at Tahoma during the busy seasons.

Transit will be a key piece in the strategy for the entire corridor. In 2019, there was no transit operating service to Emerald Bay. Currently, the Tahoe Truckee Area Regional Transportation has a shuttle that goes to Tahoma. In previous years when transit such as the Emerald Bay shuttle and trolley was offered, it was utilized. There is a roadside parking issue in the Pope to Baldwin segment. The steering committee is looking at how to remove the roadside parking, enhancing the pedestrian and bicycle infrastructure, and transit only lanes. The Jameson Beach Road intersection had a pedestrian beacon installed several years ago that had a role in the increase of traffic congestion. That was due to timing because it wasn't holding pedestrians back long enough. If the pedestrians were held from crossing for at least 60 seconds, the traffic capacity flow would increase by eight percent. A consideration is moving the mountain side land uses to the lakeside. Considerations for Emerald Bay are the elimination of roadside parking. The demand for Emerald Bay is not going away so paid parking systems are being reviewed along with telecommunications infrastructure, reservation or transit only access to Emerald Bay.

In the future, the Governing Board will be asked to endorse a suite of tools to be used. TRPA has gone into a contract and will be working with the US Forest Service and the Tahoe Transportation District to do a feasibility study for the remaining portion of the missing Tahoe Trail on the West Shore; where it currently ends at Meeks Bay in the north down to Spring Creek Road in the south. Different travel options are being analyzed to move people to and from this corridor. This analysis will show the volume of people we need to shift by mode and identify the strategies and costs to achieve these goals. The corridor plans live within the Regional Transportation Plan so when the RTP update is adopted later in 2020, this corridor plan will be a part of that. The Forest Service will be integrating their considerations into how they do their concessionaire permits, the Tahoe Transportation District will integrate this into their long and short range transit plans, and Caltrans will integrate it into their operations plans. Through the end of the year, they'll be wrapping up that travel option analysis, one on one meetings have been scheduled with key stakeholders and agency partners. December through February they'll host open houses, public workshops, and webinars. Those policy and strategy options will be presented to the Environmental Improvement, Transportation & Public Outreach Committee for recommendations. The draft plan will be released for a public comment period in the Spring.

Presentation can be viewed at:

[Agenda Item No. IX.A State Route 89](#)

#### Board Comments & Questions

Ms. Aldean asked if it was correct that waterborne transit has not gained much traction.

Mr. Middlebrook said Bob Hassett has been operating a water taxi on the South Shore between his marinas. One of the challenges with waterborne transit is it doesn't currently connect to any ground transit. As waterborne transit is considered within this corridor, they'll address how it

connects up to the ground transit and how it can be a visitor experience and less of a “transit project.”

Ms. Aldean said there are considerations such as funding, docking facilities, and ground transit to and from those facilities. She doesn’t want to lose sight of the opportunity to get people off the road and onto the Lake from point to point.

Mr. Cashman echoed Ms. Aldean’s comments. In their strategic planning at the Tahoe Fund there’s been a lot of conversation about waterborne transportation. The information gathered about a visitor profile is what drives all of these. We need to know where people go, why they go, and what they need. The number of people that go to Emerald Bay for day hikes versus the number of people who just stop and look around is striking. It would be good if you could direct those people to intercept lots and take them via bus to Emerald Bay. He suggested that the pricing to park a car could be based on how long a person stays. Or people could take the bus for free or a lesser fee. They could park outside of the Emerald Bay transit area and hike, enjoy the beach, etc. Biking could be an option if there’s a bike trail. If you want a long term stay, make it economically beneficial by where a person chooses to park.

Mr. Middlebrook said in Emerald Bay, 61 percent of the people are going to and from the south and 32 percent are going to and from the north. That is an opportunity for those intercept lots.

Mr. Cashman said there will always be people who want to drive around the Lake, and we need to consider that.

Ms. Novasel said there needs to be thought given to creating parking lots or garages for people to park before they get on a bus. Maroon Bells used to have the same issues as Emerald Bay and they solved it by having a park and ride transit system.

Ms. Gustafson asked how often the visitor surveys are done.

Mr. Middlebrook said a lot of the data presented was surveys done last summer and correlated that data and pulled in the Tahoe Transportation Districts corridor connection plan. TRPA does travel mode surveys every two years.

Ms. Gustafson suggested that it be done on a regular basis especially with the completion of the Meeks Bay Trail. They can see what the change in travel pattern is with Meeks Bay now that there’s a bike trail connecting it from Sugar Pine. About two years ago, Placer County initiated a reservation system for a county park that’s been very effective. Although it generates fees, it sometimes is under utilized because they sell out the parking spaces but when a person doesn’t show up there’s no way to release the parking. She said a reservation system is a good way to start to manage high traffic areas, collect fees and reinvest those fees in some of the other systems where people could ride transit for free, for example.

Mr. Middlebrook said Muir Woods has done a good job of working in those caps for the visitor who pays for a reservation and doesn’t show up. They also adjust the reservation system by time of day and time of season to allow the forest to recover and have less use on it. Many of the Forest Service and State Parks lots already charge a flat fee no matter the season and the majority if not all of the money goes back to general funds particularly in California State Parks

system and is doled back out. If they implemented a reservation system, there needs to be a way to keep the revenue from the reservation system in Lake Tahoe.

Mr. Yeates said his concern is the people in Tahoma where it crosses into Placer County and how they may get the spill over and become the end of the line. That needs to be factored in and addressed. There needs to be a way, so Tahoma doesn't pick up the load from trying to fix the bottle neck at Emerald Bay.

Mr. Middlebrook said Placer County, Tahoe Truckee Area Regional Transportation, and the Truckee North Tahoe Transportation Management Association has been involved. They're considering the impacts that this will have to the surrounding corridors if access is severely limited to Emerald Bay.

Ms. Gustafson said Tahoma doesn't have any large areas for parking. Homewood would be the closest and the county has been in discussion with the owner on how to utilize that parking.

#### Public Comments & Questions

Steve Dolan, Incline Village resident said what happened on the east shore was backwards. The parking on the highway was removed without other established parking. Then Washoe County and State Parks tried to put a shuttle in the center of a residential area which impacted resident parking. Then it was spread out to the schools which impacted the business parking. He suggested that the parking be kept on the outskirts of the towns that will be impacted. Build the parking lots first. The East Shore trail was added after Sand Harbor and removing the cars. There are 91 parking spaces for the bike trail and 111 spaces for the transit bus that theoretically goes back and forth to take care of this parking problem. There's a total of 202 parking spaces for 400 to 500 cars. All of the neighborhoods are impacted.

Ed Moser, South Lake Tahoe resident said the State of Nevada produced a brochure for "The most beautiful drive in America" promoting driving around the Lake. Before promoting it, put the money into making it feasible. The cost for waterborne transit needs to be considered, it will be cost prohibitive to go from the South Shore to the North Shore. It also will need to connect to ground transit. The Lake Lapper bus that used to run was great, you get on and off. Frequency will be the secret for success.

#### B. State Route 28 Central Corridor Improvements Sand Harbor to Spooner Summit Project

TRPA team member Ms. Friedman provided the presentation.

Ms. Friedman said this plan will implement phase two of the State Route 28 corridor management plan. It also implements the 2017 Regional Transportation Plan which highlighted TRPA's commitment to reducing reliance on the private automobile and encouraging pedestrian and bicycle as a mode of transportation. The impacts of this project are being evaluated under a joint environmental assessment with the USDA Forest Service being the lead under National Environmental Policy Act and TRPA as the lead for their agency. Scoping was done in 2017 and the public draft for the environmental assessment was released in July 2019. The project goes from Sand Harbor where the last project was recently completed to Spooner Summit. This area has 11 miles of undeveloped shoreline and a two lane highway for access. It sees about 2.6



million visitors per year. One of the primary goals is to provide safe access to all users along the corridor and recreational opportunities. The use along this corridor far exceeds the capacity of the parking lots and infrastructure that are currently there. This causes cars to park along the unimproved roadside shoulders which causes erosion and sediment into Lake Tahoe. It impacts the structural integrity of the highway, it degrades the scenic quality of the corridor, and is unsafe for users along the corridor.

Some of the proposed improvements are constructing eight miles of shared use path which will be a significant section of that Lake Trail that Mr. Middlebrook referenced. Once completed, there will be a shared use path that's separated from the highway, from Spooner Summit to Incline Village. That trail will include facilities such as vista points similar to the East Shore Trail, trash receptacles, and signage. It will also remove the shoulder parking occurring along the highway and construct four parking lots. Two of them will expand existing parking lots and two new ones. There will be directions to the beach trails rather than all the other user created trails that are not sustainable and cause erosion. The largest parking lot will be at Spooner Summit and will also incorporate a permanent aquatic invasive species inspection station. The current AIS inspection station is adjacent to the proposed parking lot. The parking lots will include restrooms, signage, and bicycle racks. The project will be relocating the Incline Village General Improvement District effluent treatment pipeline to a section underneath the trail. The existing pipe is under the highway and to do maintenance they have to close down the highway. Other utilities will also be underneath the trail to make access easier. In general, the trail will follow the highway along the lakeside on Forest Service land. This project has many partners as it goes through Douglas County, Washoe County, Forest Service, Nevada State Lands, and the Incline Village General Improvement District.

Next steps will be responding to comments received during the draft environmental assessment. The final project will be brought to the Governing Board for approval in the Spring of 2020 with construct to follow shortly thereafter.

Presentation can be viewed at:

[Agenda Item No. IX.B State Route 28](#)

#### Board Comments & Questions

Ms. Novasel asked if the funding mechanisms are in place.

Ms. Friedman said currently there is funding for 100 percent design. The design is at 30 to 50 percent. Funding for construction is not yet secured. The Incline Village General Improvement District has money for the pipeline replacement which is an opportunity to provide a lot of the local match that would be needed to seek grant funding.

Ms. Novasel asked what the estimated construction cost is.

Ms. Hughes, Tahoe Transportation District said they're looking at a variety of funding sources such as the county's, the Incline Village General Improvement District, and are working with the State of Nevada to look at broadband funding to leverage additional local funding. There is also funding expected from the Federal Highways Administration for some of the access to federal lands. The initial three miles of trail elements was around \$22 million and of course there's the

additional elements they put in the project for water quality and safety improvements.

Mr. Hicks asked what the time frame was to complete the project.

Ms. Friedman said it will be a multi-year project. Based on previous projects, it's reasonable to estimate a three year completion time.

Public Comments & Questions

None.

X. REPORTS

A. Executive Director Status Report

Ms. Marchetta said approximately 30 scientists from around the globe were hosted at TRPA for a two day conference. Dr. Sudeep Chandra, University of Reno, Nevada helped organize the multiple partners through a National Science Foundation grant. They were here to discuss the state of high Alpine clear lakes across the globe and the nearshore environment. The nearshore environment of all lakes is changing. The Mountain Planners conference was also hosted in Lake Tahoe in October.

Ms. Regan said the hats distributed to the board today has the new Environmental Improvement Program logo. Tomorrow TRPA will host around 50 of the environmental improvement program agencies to discuss the accomplishments of the construction season. In Washington, DC, our senate delegation is fighting for the Fiscal 2020 appropriations under the Lake Tahoe Restoration Act. We were looking at a similar amount to last year, but the house version had more for aquatic invasive species so the senate delegation is going to bat to up the AIS funding from \$3 to \$4 million. A special thank you to Senator Rosen whose staff rallied other members of the senate delegation to make a run to get even more money for invasive species.

1) Quarterly Report: July – September 2019

No further report.

2) Executive Director Performance Review and FY2019 Incentive Pay and Base Pay

Ms. Strating said the goal of doing this kind of review is to capture feedback from stakeholders on results, skills, and attributes. We're using the same tools and questions from last year. In last year's review, they surveyed Governing Board, staff, and key partners. This year is the light version with a sampling of the Governing Board and 50 percent random sampling of TRPA staff. The time frame this year covered primarily the calendar year of 2019 since last years were done in December because some of the initiatives were going for approval towards year end. Twelve members of the Governing Board participated and 18 of 32 TRPA staff participated. Ms. Marchetta received mostly exceptional ratings on the goal attainment based on her self evaluation and people's experiences with her leading the agency. Some of the other competencies were leadership, strategic management, breadth and depth of business knowledge, and seasoned and critical thinking. For the remaining competencies, the results

were more mixed. Comparisons of the respondent groups they were similar responses between the two and similar responses looking at those four choice questions when she looked at the 2018 ratings.

The responses to themes from Governing Board had to do with lots of kudos about bringing issues such as US Highway 50 and Shoreline to consensus. The suggestions for looking ahead were allowing for disagreement among Governing Board members, focusing on working with key partners to define roles and responsibilities, and growing TRPA staff with a focus on succession management, including mentoring and delegation. Themes from staff was to focus on strategic thinking, to share her strengths more through mentoring and delegation, build bench strength of staff leaders, and provide supportive developmental feedback in situations such as prep sessions.

#### Board Comments & Questions

Mr. Yeates said the past few years have been remarkable. He liked the way staff works which is from Ms. Marchetta's leadership. Many times, in the process of the short term rental discussions, it was very useful for her to ground the board especially when they got to the point of addressing the locational question. It helped when she stated that the local officials have served not only on behalf of their local agency, but they also serve on TRPA's board. That kind of perspective was good in trying to pull the board together. He's pleased with Ms. Strating's report in that people appreciate the leadership.

Mr. Bruce said every time they come to an issue that seems insurmountable and the path may not be clear to him, Ms. Marchetta always gets them where we need to go. We've had a lot of phenomenal experiences and somehow, she always gets us to the finish line. It's because of Ms. Marchetta's leadership and Mr. Marshall's counsel especially this past year. It seems like nothing is too difficult, too sensitive, or too political. They both get us where we need to go.

Ms. Aldean said Ms. Marchetta has the type of personality in that sometimes it's easier to do something yourself rather than delegate it because you're not certain of the outcome and are always up against deadlines. As part of succession planning it's important to start delegating more to people who she knows have the inherent ability to perform and meet her expectations. It's an important part of any administrator's duty to groom people to move into higher positions of authority.

Mr. Cashman said he participated in Ms. Marchetta's review. She's accomplished quite a bit in the past year for this organization and continues to do an excellent job. She knows that you need to keep on learning and doing every day.

\*See discussion under Agenda Item No. X.B.1 regarding adjustments to proposed amounts for incentive and base pay for Ms. Marchetta and Mr. Marshall.

Mr. Yeates made a motion to approve FY 2019 incentive pay in the amount of \$10,000, to be paid the first pay period in November 2019

Ayes: Ms. Aldean, Ms. Berkgigler, Ms. Faustinos, Mr. Bruce, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Laine

Absent: Mr. Beyer, Mr. Shute, Mr. Cashman, Mr. Lawrence

Abstained: Ms. Davidson

**Motion carried.**

Mr. Yeates made a motion to approve base pay increase in the amount of \$5000, effective the first pay period in November 2019

Ayes: Ms. Aldean, Ms. Berkbigler, Ms. Faustinos, Mr. Bruce, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Laine

Absent: Mr. Beyer, Mr. Shute, Mr. Cashman, Mr. Lawrence

Abstained: Ms. Davidson

**Motion carried.**

#### B. General Counsel Status Report

No report.

##### 1) General Counsel Performance Review and FY2019 Incentive Pay and Base Pay

Mr. Bruce said the Legal Committee had high praise and positive comments for Mr. Marshall. The committee agreed that he should receive at least the proposed amount in the staff report. There is also some additional information they wanted to receive prior to making a final recommendation. He suggested that the board could discuss his performance review today and then come back in November to discuss the monetary increase for the base pay and incentive pay, postpone both to November, or approve the amounts in the staff report and then come back in November to approve any additional amounts.

Ms. Aldean asked how the compensation amounts were determined.

Ms. Strating said they're a proposal based on some general comparability to what others at senior levels have received for both base pay percentages and end of year bonuses.

Ms. Aldean suggested that we move forward with this but would like to know how these numbers were derived and what limitations we are faced with financially.

Mr. Keillor said the amounts in the staff report reflect what was done for a budget for the overall compensation for the agency in terms of the overall increases and bonuses. This was part of what was adopted by the board in June 2019.

Mr. Bruce asked if that would affect other's pay in the event that they approve any increases in today's proposed amounts.

Mr. Keillor said no. The incentive compensation has been completed for other staff.

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Mr. Bruce said the Legal Committee's recommendation was for no less than the amount in the staff report but wanted to discuss additional amounts with Mr. Keillor before making further recommendations. He suggested that they move forward with the proposed amounts in the staff report and bring back a proposal for any additional amounts in November.

Mr. Keillor said whatever is approved today will go into Fiscal year 2019 expense. Any decision made subsequent to this will be out of the current year's budget.

Ms. Aldean said when a base pay is increased, it has to continue to be paid long term. She recommended increasing the incentive pay from \$5,000 to \$10,000 each and keep the base pay increase in the amount of \$5,000 each.

Ms. Davidson said she discussed the performance evaluations with Commissioner Rice. She would not be prepared to speak to compensation other than what is proposed in the staff report. She would abstain from the vote if the amount was different than the proposed. In her discussions with Commissioner Rice he was extremely complimentary of Ms. Marchetta and Mr. Marshall. She didn't want her abstention to reflect his compliments to them, their team, and the warm environment that they coach and mentor him in.

Mr. Bruce said he supported Ms. Aldean's recommendations.

Mrs. Cegavske asked if the money is within the budget and we can afford to do this. She doesn't want to take away from something else.

Mr. Keillor said he believes we have reserves that can accommodate the additional bonus so that's not going to be an increase to the budget.

Mrs. Cegavske asked if the additional money was going to be used for something else.

Mr. Keillor said this is money that's available to use for this and will not detract from any other objectives of the agency. It's part of the reserve and is unrestricted funding.

Mr. Yeates said he appreciated Mr. Marshall's commitment to this agency. When the board ask questions, Mr. Marshall is very clear on his responses. For the amount of work for this complexity of TRPA's issues he said it would be helpful as budgets are put together that there should be another counsel or clerk that could assist Mr. Marshall. It would help TRPA to free up some of his time to work on other items that need his expertise. We need to make the pitch of why we need more than a general counsel and contract attorney.

Ms. Aldean said Mr. Marshall does a terrific job. It's a valuable tool having someone who knows TRPA's codes and regulations inside and out. It's helpful to the board in being able to use him as a resource in answering questions off the cuff that pertain to our Code of Ordinances and Rules of Procedures. Her sense is that the Mr. Marshall, Ms. Marchetta and the senior leadership team are working collaboratively with one another.

Mr. Yeates made a motion to approve FY 2019 incentive pay in the amount of \$10,000, to be paid the first pay period in November 2019

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Ayes: Ms. Aldean, Ms. Berkbigler, Ms. Faustinos, Mr. Bruce, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Laine

Absent: Mr. Beyer, Mr. Shute, Mr. Cashman, Mr. Lawrence

Abstained: Ms. Davidson

**Motion carried.**

Mr. Yeates A motion to approve base pay increase in the amount of \$5000, effective the first pay period in November 2019

Ayes: Ms. Aldean, Ms. Berkbigler, Ms. Faustinos, Mr. Bruce, Ms. Novasel, Mrs. Cegavske, Ms. Gustafson, Mr. Yeates, Ms. Laine

Absent: Mr. Beyer, Mr. Shute, Mr. Cashman, Mr. Lawrence

Abstained: Ms. Davidson

**Motion carried.**

Mr. Hicks said by private practice standards in the law business and commercial business, these may be a little light even with the increase but well deserved. He would vote in favor of this if he could vote.

XI. GOVERNING BOARD MEMBER REPORTS

Ms. Gustafson said at the Placer County Board of Supervisors meeting yesterday, the board of supervisors gave staff approval to develop a free two year transit pilot program for the Tahoe Truckee Area Regional Transportation. They're using a fund balance for transit services that that weren't able to enact in the past few years due to the lack of drivers and other items. The budget was conserved and now are able to move this forward. As they look at projects moving forward in Placer County, they would like the jurisdictions commitment to reflect opportunities for them to help with the private sector partners in the town centers to complete projects. They've heard that the numbers could be upwards of 20 to 30 percent increase in ridership.

Ms. Novasel said El Dorado County Sherriff, Brian Ishmael gave his life this morning in the line of duty. He was a four year member of the El Dorado County Sherriff's Department.

Ms. Berkbigler said yesterday the Washoe County Commission approved a contract for a new County Manager, Eric Brown. He comes from the California Telehealth industry. On December 5, 2019, the commissioners will be putting on a meet and greet.

XII. COMMITTEE REPORTS

- A. Main Street Management Plan and other components of the US 50 South Shore Community Revitalization Project

No further report.

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B. Local Government & Housing Committee

None.

C. Legal Committee

None.

D. Operations & Governance Committee

None.

E. Environmental Improvement, Transportation, & Public Outreach Committee

None.

F. Forest Health and Wildfire Committee

None.

G. Regional Plan Implementation Committee

None.

XIII. PUBLIC COMMENT

Steve Dolan, Incline Village resident and Friends of Third Creek asked everyone to read the information he provided earlier. Hopefully, it can help guide this group to join with Incline Village and the Nevada Department of Wildlife Fisheries to come together as an interagency group to work not against the whole plan that the Forest Service has given the Basin, but to try and isolate the needs of Third Creek. It's a need that the Lahontan Trout and water quality needs. Incline Village needs the assistance of a group of interagency actors.

XIV. ADJOURNMENT

Chair Mr. Yeates adjourned the meeting at 4:41 p.m.

Respectfully Submitted,



Marja Ambler  
Clerk to the Board

*The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review*





STAFF REPORT

Date: November 13, 2019  
To: TMPO Governing Board  
From: TRPA Staff  
Subject: Approval of Amendment No. 5 to the 2019 Federal Transportation Improvement Program

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Summary and Staff Recommendation:

Staff recommends adoption of the attached resolution approving Amendment No. 5 to the 2019 Federal Transportation Improvement Program (FTIP).

Required Motions:

In order to adopt the proposed resolution, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to adopt the attached resolution (Attachment A)

In order for motion(s) to pass, an affirmative vote of any eight Board members is required.

Tahoe Transportation Commission Recommendation:

On November 8, 2019, the Tahoe Transportation Commission recommended Tahoe Metropolitan Planning Organization (TMPO) Governing Board approval of the 2019 FTIP Amendment No.5.

Background:

The 2019 FTIP is a four-year financially constrained list of transportation projects that are reasonably expected to be funded between federal fiscal years 2019 and 2022. Any transportation project receiving federal funds, considered regionally significant, or requiring a federal action must be included in the FTIP. An amendment is a revision to the FTIP that involves a major change to a project. This may include the addition or deletion of a project, a change in project cost greater than 40 percent of the total project cost, or a change in project scope or design.

Project Description:

Amendment No. 5 includes the programming of two Safety Highway Operation and Protection Program (SHOPP) projects and funding updates to three existing projects in the FTIP. The changes to the 2019 FTIP are as follows.

Updates to existing FTIP Projects:

- **Tahoe Transportation District Transit Capital; add \$3,878,000**  
Tahoe Transportation District (TTD) applied for and was awarded two years of Federal Transit Administration (FTA) Low or No Emission Grants Program funding. TTD has requested to program the awards in the TTD Transit Capital project.

The Low or No Emission Grants Program awards are listed below.

Year	State	Recipient	Project Description	Funding Amount
FY19	NV	TTD	Purchase battery-electric buses and overhead charger	\$2,125,000
FY18	NV/CA	TTD	Install bus charging infrastructure and equipment, make facility improvements, and provide training	\$1,500,000

Additional funding updates to the project include: reprogramming \$253,000 of the Low Carbon Transit Operation Program (LCTOP) transferred from the Grouped Projects for Operating Assistance to Transit Agencies project. The funds will be used for bus charging infrastructure at the Lake Tahoe Community College (LTCC) Mobility Hub site. See below.

- Grouped Projects for Operating Assistance to Transit Agencies; reduce by \$424,000**  
 TTD and Placer County TART transit operating funds are programmed to this project. TTD has requested to remove \$424,000 in LCTOP funds programmed on the project. \$253,000 is being reallocated to the TTD Transit Capital project for bus charging infrastructure at the LTCC Mobility Hub site. The remaining funds will be programmed at a later date for future capital use.
- Tahoe Transportation District Fleet and Administrative Facility; add \$463,000**  
 TTD has requested to program \$440,000 of Surface Transportation Block Grant-Nevada funds and \$23,000 in Washoe County Q1 funds for local match. The funds will allow TTD to begin the Title VI analyses, site assessments, and initial scoping documents for proposed transit facility sites; Mobility Hub in Incline Village, NV and a Maintenance & Administrative Facility in Zephyr Cove, NV.

New Projects in the FTIP:

- Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Safety Highway Operation and Protection Program (SHOPP) Minor Program; \$568,000**  
 Caltrans has requested to program a SHOPP Minor Program project located within the Tahoe basin. Project location is in Placer County, on Route 28 north side of Highway 28 from Chipmunk Street to Beaver Street. Install storm drains.
- Grouped Projects for Safety Improvements –SHOPP Collision Reduction Program; \$23,590,000**  
 Caltrans has requested to program a SHOPP Collision Reduction Program project located within the Tahoe basin. The project is located in South Lake Tahoe, on U.S. Highway 50 from SR89 to Park Avenue. Install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrian and bicyclists. The project will begin PA&ED December of this year.

Public Comment Period:

The amendment was released on November 1, 2019 for a 7-day public comment period as required by the Tahoe Metropolitan Planning Organization Public Participation Plan. A public hearing was held November 8, 2019 at the Tahoe Transportation Commission meeting prior to the close of the comment period. TMPO received one comment from Caltrans. Based on the comment, we have updated the

SHOPP Minor Program - Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation Detailed Backup Listing worksheet. The “County” field has been changed from El Dorado to Placer County.

Issues and Concerns:

There are no known issues or concerns with the amendment.

Contact Information:

For questions regarding this agenda item, please contact Judy Weber at (775)589-5203 or [jweber@trpa.org](mailto:jweber@trpa.org).

Attachments:

- A. TMPO Resolution 2019-\_\_
- B. 2019 FTIP Amendment No. 5
  - Summary of Changes
  - Project Documentation – Individual project reports and grouped projects with detailed backup listing
  - Updated Financial Summary

Attachment A

TMPO Resolution 2019-\_\_\_

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TMPO RESOLUTION NO. 2019 - \_\_\_\_\_

ADOPTION OF AMENDMENT No. 5 TO THE  
TMPO 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2019 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2017 Linking Tahoe: Regional Transportation Plan (RTP) for the Lake Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on April 26, 2017; and

WHEREAS, the 2019 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2019 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2019 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2019 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2019 FTIP is now in need of amendment; and

WHEREAS, the 2019 FTIP Amendment No. 5 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on November 08, 2019 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2019 FTIP Amendment No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2019 FTIP Amendment No. 5.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, November 20, 2019 by the following vote:

Ayes:  
Nays:  
Absent:

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William Yeates, Chair  
Tahoe Metropolitan Planning Organization  
Governing Board

Attachment B

2019 FTIP Amendment No. 5

**NOTICE OF 7-DAY PUBLIC COMMENT PERIOD**  
**2019 Federal Transportation Improvement Program**  
**Amendment No. 5**

This announcement is being initiated as required by the TRPA/TMPO Public Participation Plan to provide public notification of changes that have been proposed to the 2019 Federal Transportation Improvement Program (FTIP). The public comment period commences on November 1, 2019 and closes on November 8, 2019. There will be an opportunity for public comment November 8, 2019 at the scheduled Tahoe Transportation Commission board meeting prior to the close of the comment period.

The amendment documents are available upon request or can be accessed online at:

<http://www.trpa.org/transportation/>

Submit comments to:

**Judy Weber, Associate Transportation Planner**  
**Tahoe Regional Planning Agency**  
**P.O. Box 5310**  
**Stateline, NV 89449**

Or email: [jweber@trpa.org](mailto:jweber@trpa.org)

The proposed changes to the 2019 Federal Transportation Improvement Program are as follows:

**Updates to Existing Projects**

- CTIPS ID 220-0000-0049: Tahoe Transportation District Transit Capital; add \$3,878,000
- CTIPS ID 220-0000-0098: Grouped Projects for Operating Assistance to Transit Agencies; reduce by \$424,000
- CTIPS ID 200-0000-0149: Tahoe Transportation District Fleet and Administrative Facility; add \$463,000

**New Projects**

- CTIPS ID 220-0000-0157: Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Safety Highway Operation and Protection Program (SHOPP) Minor Program; \$568,000
- CTIPS ID 220-0000-0156: Grouped Projects for Safety Improvements –SHOPP Collision Reduction Program; \$23,590,000

Please direct any questions regarding this notice to Judy Weber at [jweber@trpa.org](mailto:jweber@trpa.org).



## 2019 FTIP Amendment No. 5

Attachment A: Summary of Changes

Attachment B: Project Documentation - Individual Project Reports and Grouped Projects with Detailed Backup Listing

Attachment C: Updated Financial Summary

Attachment A  
Summary of Changes

**Summary of Changes  
Tahoe Metropolitan Planning Organization  
2019 Federal Transportation Improvement Program  
Amendment No. 5  
10/31/19**

Existing /New	CTIPS ID	Project Title	Description of Change	Fund Type	Prior	PRIOR FFY					CURRENT FFY					Net Increase / Decrease	% Increase / Decrease	Comments		
						18/19	19/20	20/21	21/22	Total	18/19	19/20	20/21	21/22	22/23 (info only)				Total	
Existing	220-0000-0049	TTD Transit Capital	Fund Update	5307	\$ -	\$ 481,000	\$ 481,000	\$ 481,000	\$ 481,000	\$ 1,924,000	\$ 481,000	\$ 481,000	\$ 481,000	\$ 481,000	\$ -	\$ 1,924,000	\$ -	47%	Add 5339 (c)Low or No Emissions Bus Program Grants 19 &20 and LCTOP capital funds. Toll Credits will be used for match.	
				5339	\$ -	\$ 803,000	\$ 255,000	\$ 255,000	\$ 255,000	\$ 1,568,000	\$ 803,000	\$ 255,000	\$ 255,000	\$ 255,000	\$ -	\$ 1,568,000	\$ -			
				5310	\$ -	\$ 185,000	\$ 50,000	\$ -	\$ -	\$ 235,000	\$ 185,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 235,000	\$ -			
				Low-No 5339(c)	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ 850,000	\$ 850,000	\$ 1,500,000	\$ 2,125,000	\$ -	\$ -	\$ -	\$ 4,475,000			\$ 3,625,000
				LCTOP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,000	\$ 94,000	\$ 127,000	\$ -	\$ -	\$ -	\$ 253,000			\$ 253,000
Existing	220-0000-0098	Grouped Projects for Operating Assistance to Transit Agencies	Fund Update	5307	\$ -	\$ 2,208,000	\$ 2,208,000	\$ 2,169,000	\$ 2,169,000	\$ 8,754,000	\$ 2,208,000	\$ 2,208,000	\$ 2,169,000	\$ 2,169,000	\$ -	\$ 8,754,000	\$ -	1%	Remove LCTOP funds transfer to transit capital.	
				5311	\$ -	\$ 2,211,000	\$ 2,211,000	\$ 2,211,000	\$ 2,211,000	\$ 8,844,000	\$ 2,211,000	\$ 2,211,000	\$ 2,211,000	\$ 2,211,000	\$ -	\$ 8,844,000	\$ -			
				CMAQ	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000			\$ -
				Local Funds	\$ -	\$ 6,068,000	\$ 6,083,000	\$ 6,083,000	\$ 6,083,000	\$ 24,317,000	\$ 6,068,000	\$ 6,083,000	\$ 6,083,000	\$ 6,083,000	\$ -	\$ 24,317,000	\$ -			
				LCTOP	\$ -	\$ 228,000	\$ 232,000	\$ 232,000	\$ 232,000	\$ 924,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ -	\$ 500,000	\$ (424,000)			
				TDA	\$ -	\$ 2,961,000	\$ 3,005,000	\$ 3,005,000	\$ 3,005,000	\$ 11,976,000	\$ 2,961,000	\$ 3,005,000	\$ 3,005,000	\$ 3,005,000	\$ -	\$ 11,976,000	\$ -			
				NV State	\$ -	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 340,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ -	\$ 340,000	\$ -			
Existing	220-000-0149	TTD Fleet and Administrative Facility	Fund Update	STBG (NV)	\$ -	\$ -	\$ -	\$ 440,000	\$ -	\$ 440,000	\$ -	\$ 440,000	\$ 440,000	\$ -	\$ -	\$ 880,000	\$ 440,000	100%	Update STBG-NV and local funds in 19/20	
				TRPA AQ Mitigation	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	\$ -			
				Washoe Cty Q1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ -	\$ 23,000	\$ 23,000			
New	220-0000-0157	Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Minor Program	New Project	SHOPP (AC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 568,000	\$ -	\$ -	\$ -	\$ 568,000	\$ 568,000	100%	Add SHOPP project - Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Minor Program (3 culverts)	
New	220-0000-0156	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	New Project	SHOPP (AC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,610,000	\$ 4,190,000	\$ -	\$ -	\$ 5,800,000	\$ 5,800,000	100%	Add SHOPP project - Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	
				SHOPP (future)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,790,000	\$ 17,790,000			\$ 17,790,000

Attachment B

Project Documentation - Individual Project Reports and Grouped Projects with Detailed Backup Listing

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): TTD Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0406	<b>CURRENT</b>	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District  
PROJECT MANAGER: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
26	Active	10/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	5	8,455,000		
25	Official	02/27/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	1	4,577,000		
24	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	3,044,000		
23	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15	5,780,000		
22	Official	06/05/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	12	4,928,000		
21	Official	05/10/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	11	4,502,000		
20	Official	10/27/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	8	3,652,000		
19	Official	08/03/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	6	3,567,000		
18	Official	03/07/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	2	3,560,000		

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		481,000	481,000	481,000	481,000				1,924,000
* Funding Agency:	Total:		481,000	481,000	481,000	481,000				1,924,000

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		803,000	255,000	255,000	255,000				1,568,000
* Funding Agency:	Total:		803,000	255,000	255,000	255,000				1,568,000

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		185,000	50,000						235,000
* Funding Agency:	Total:		185,000	50,000						235,000

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON		850,000	1,500,000	2,125,000					4,475,000
* Funding Agency:	Total:		850,000	1,500,000	2,125,000					4,475,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		32,000	94,000	127,000					253,000
* Funding Agency:	Total:		32,000	94,000	127,000					253,000

<b>Project Total:</b>		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
	CON		2,351,000	2,380,000	2,988,000	736,000				8,455,000
	Total:		2,351,000	2,380,000	2,988,000	736,000				8,455,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

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Comments:

\*\*\*\*\* Version 26 - 10/25/2019 \*\*\*\*\*

Add Low or No Emissions Bus grants -\$1.5M and \$2,125M FY 20 & 21. Toll Credits will be used for match. Add LCTOP funds (capital) \$32,000 FY19, \$94,000 FY20, \$127,000 FY21

\*\*\*\*\* Version 25 - 02/07/2019 \*\*\*\*\*

Adding in prior FTA funds:5339 \$548,000,5339(c) \$850,000 and 5310 \$135,000 to FY19

\*\*\*\*\* DFTIP Version 1 - 06/11/2018\*\*\*\*\*

2017 Carry Over. Toll Credits for match. RTP Appendix B-2

\*\*\*\*\* Version 22 - 05/31/2018 \*\*\*\*\*

Adding FTA FY18 full year apportionment (5307 \$481,000, 5339 \$255,000, 5310 \$50,000). Toll Credits for match.

\*\*\*\*\* Version 21 - 05/09/2018 \*\*\*\*\*

Add FTA 5339 (c) Low-No Emission Bus grant \$850,000 17/18. Purchase one battery electric bus. Toll Credits for match.

\*\*\*\*\* Version 20 - 10/18/2017 \*\*\*\*\*

Technical Correction: add FY16/17 UZA 5310 funds \$85k. TDC for match. Funds will enhance vehicle and facilities to improve access to transit services.

\*\*\*\*\* Version 19 - 07/18/2017 \*\*\*\*\*

Updating 5307 and 5339 with the full year apportionment published on 7/10/17 - reduce \$1,000 and increase \$8,000 respectively

\*\*\*\*\* Version 18 - 03/01/2017 \*\*\*\*\*

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

\*\*\*\*\* DFTIP Version 1 - 05/18/2016 \*\*\*\*\*

Carry Over from 2015. Title change. Toll Credits will be used as match. Purchase of two electric vehicles and associated charging infrastructure.

RTP 8

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): TTD Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0406	<b>PRIOR</b>	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District  
PROJECT MANAGER: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

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20	Official	10/27/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	8	3,652,000		
19	Official	08/03/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	6	3,567,000		
18	Official	03/07/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	2	3,560,000		

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		481,000	481,000	481,000	481,000				1,924,000
* Funding Agency:	Total:		481,000	481,000	481,000	481,000				1,924,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		803,000	255,000	255,000	255,000				1,568,000
* Funding Agency:	Total:		803,000	255,000	255,000	255,000				1,568,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		185,000	50,000						235,000
* Funding Agency:	Total:		185,000	50,000						235,000

* FTA Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON		850,000	1,500,000	2,125,000					4,475,000
* Funding Agency:	Total:		850,000	1,500,000	2,125,000					4,475,000

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		32,000	94,000	127,000					253,000
* Funding Agency:	Total:		32,000	94,000	127,000					253,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		2,351,000	2,380,000	2,988,000	736,000				8,455,000
	Total:		2,351,000	2,380,000	2,988,000	736,000				8,455,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

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Comments:

\*\*\*\*\* Version 26 - 10/25/2019 \*\*\*\*\*

Add Low -No Emission (NV) grants -\$1.5M electric charging infrastructure/equipment and \$2,125M battery-electric buses and overhead charger. Toll Credits will be used for match.  
Add LCTOP funds \$32,000 FY19, \$94,000 FY20, \$127,000 FY21

\*\*\*\*\* Version 25 - 02/07/2019 \*\*\*\*\*

Adding in prior FTA funds:5339 \$548,000,5339(c) \$850,000 and 5310 \$135,000 to FY19

\*\*\*\*\* DFTIP Version 1 - 06/11/2018\*\*\*\*\*

2017 Carry Over. Toll Credits for match. RTP Appendix B-2

\*\*\*\*\* Version 22 - 05/31/2018 \*\*\*\*\*

Adding FTA FY18 full year apportionment (5307 \$481,000, 5339 \$255,000, 5310 \$50,000). Toll Credits for match.

\*\*\*\*\* Version 21 - 05/09/2018 \*\*\*\*\*

Add FTA 5339 (c) Low-No Emission Bus grant \$850,000 17/18. Purchase one battery electric bus. Toll Credits for match.

\*\*\*\*\* Version 20 - 10/18/2017 \*\*\*\*\*

Technical Correction: add FY16/17 UZA 5310 funds \$85k. TDC for match. Funds will enhance vehicle and facilities to improve access to transit services.

\*\*\*\*\* Version 19 - 07/18/2017 \*\*\*\*\*

Updating 5307 and 5339 with the full year apportionment published on 7/10/17 - reduce \$1,000 and increase \$8,000 respectively

\*\*\*\*\* Version 18 - 03/01/2017 \*\*\*\*\*

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

\*\*\*\*\* DFTIP Version 1 - 05/18/2016 \*\*\*\*\*

Carry Over from 2015. Title change. Toll Credits will be used as match. Purchase of two electric vehicles and associated charging infrastructure.

RTP 8



**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS02	<b>CURRENT</b>	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Various Agencies  
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
25	Active	10/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	5	54,931,000		
24	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3	55,355,000		
23	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	55,277,000		
22	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15	54,457,000		
21	Official	08/06/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	14	48,988,000		
20	Official	06/05/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	12	48,759,000		
19	Official	10/27/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	8	46,369,000		
18	Official	08/03/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	6	46,452,000		
17	Official	07/17/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	4	46,383,000		

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 1 of 7	CON		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000
* Fund Type: FTA 5311 - Non Urbanized										
* Funding Agency: Nevada DOT	Total:		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000

* CMAQ -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 2 of 7	CON			200,000						200,000
* Fund Type: Congestion Mitigation										
* Funding Agency:	Total:			200,000						200,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 3 of 7	CON		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000
* Fund Type: Local Transportation Funds										
* Funding Agency:	Total:		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 4 of 7	CON		125,000	125,000	125,000	125,000				500,000
* Fund Type: Low Carbon Transit Operations Program (LCTOP)										
* Funding Agency:	Total:		125,000	125,000	125,000	125,000				500,000

* Nevada State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 5 of 7	CON		85,000	85,000	85,000	85,000				340,000
* Fund Type: Nevada State										
* Funding Agency:	Total:		85,000	85,000	85,000	85,000				340,000

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 6 of 7	CON		2,208,000	2,208,000	2,169,000	2,169,000				8,754,000
* Fund Type: FTA5307 - Urbanized Area Formula Program										
* Funding Agency:	Total:		2,208,000	2,208,000	2,169,000	2,169,000				8,754,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: TDA	CON		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000
* Funding Agency:	Total:		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		13,658,000	13,917,000	13,678,000	13,678,000				54,931,000
	Total:		13,658,000	13,917,000	13,678,000	13,678,000				54,931,000

**Comments:**

\*\*\*\*\* Version 25 - 10/30/2019 \*\*\*\*\*  
 Remove LCTOP funds (TTD transferring to transit capital)  
 \*\*\*\*\* Version 24 - 06/18/2019 \*\*\*\*\*  
 Updating FTA 5307 FY19 full year sub-allocation. Increased by \$39,000  
 \*\*\*\*\* DFTIP Version 1 - 06/11/2018\*\*\*\*\*  
 2017 Carry over. RTP Appendix B-2  
 \*\*\*\*\* Version 20 - 05/31/2018 \*\*\*\*\*  
 Updating FTA 5307 with the full year apportionment for FY18 - increase by \$1,018,000. Toll credits for match. Increase Local funds by \$1,322,000 and LCTOP by \$50,000 in FY17/18  
 \*\*\*\*\* Version 19 - 10/18/2017 \*\*\*\*\*  
 Technical Correction: Delete FY16/17 5310 UZA funds. Move to Capital. Remaining funds \$40,000 discretionary (w/TDC \$40k for match)  
 \*\*\*\*\* Version 18 - 07/18/2017 \*\*\*\*\*  
 Updating FTA5307 and 5310 with the full year apportionment published on 7/10/17 - increase 5307 by \$68,000 and 5310 by \$1,000  
 \*\*\*\*\* Version 17 - 05/04/2017 \*\*\*\*\*  
 Add FY16/17 FTA 5310 \$80,000 (funded w/100% federal funds w/TC)  
 \*\*\*\*\* Version 16 - 03/01/2017 \*\*\*\*\*  
 Adding additional FFY17 FTA 5307 & 5310 apportionment. Toll credits will be used for match.  
  
 \*\*\*\*\* DFTIP Version 1 - 05/18/2016 \*\*\*\*\*  
 New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies)	MPO Aprv: 06/30/2019
CT PROJECT ID:			MPO ID.: TRANS02		State Aprv:
COUNTY: Various Counties	ROUTE:		PM:		Federal Aprv:
				<b>PRIOR</b>	EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Various Agencies  
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
24	Official	06/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	3	55,355,000		
23	Official	09/26/2018	JWEBER	Adoption - Carry Over	0	55,277,000		
22	Official	10/16/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	15	54,457,000		
21	Official	08/06/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	14	48,988,000		
20	Official	06/05/2018	JWEBER	Amendment - Cost/Scope/Sch. Change	12	48,759,000		
19	Official	10/27/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	8	46,369,000		
18	Official	08/03/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	6	46,452,000		
17	Official	07/17/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	4	46,383,000		
16	Official	03/07/2017	JWEBER	Amendment - Cost/Scope/Sch. Change	2	46,303,000		

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 1 of 7	CON		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000
* Fund Type: FTA 5311 - Non Urbanized										
* Funding Agency: Nevada DOT	Total:		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000

* CMAQ -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 2 of 7	CON			200,000						200,000
* Fund Type: Congestion Mitigation										
* Funding Agency:	Total:			200,000						200,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 3 of 7	CON		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000
* Fund Type: Local Transportation Funds										
* Funding Agency:	Total:		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 4 of 7	CON		228,000	232,000	232,000	232,000				924,000
* Fund Type: Low Carbon Transit Operations Program (LCTOP)										
* Funding Agency:	Total:		228,000	232,000	232,000	232,000				924,000

* Nevada State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 5 of 7	CON		85,000	85,000	85,000	85,000				340,000
* Fund Type: Nevada State										
* Funding Agency:	Total:		85,000	85,000	85,000	85,000				340,000

* FTA Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
* Fund Source 6 of 7	CON		2,208,000	2,208,000	2,169,000	2,169,000				8,754,000
* Fund Type: FTA5307 - Urbanized Area Formula Program										
* Funding Agency:	Total:		2,208,000	2,208,000	2,169,000	2,169,000				8,754,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Transit System**

* Other State -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: TDA	CON		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000
* Funding Agency:	Total:		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		13,761,000	14,024,000	13,785,000	13,785,000				55,355,000
	Total:		13,761,000	14,024,000	13,785,000	13,785,000				55,355,000

**Comments:**

\*\*\*\*\* Version 24 - 06/18/2019 \*\*\*\*\*  
 Updating FTA 5307 FY19 full year sub-allocation. Increased by \$39,000  
 \*\*\*\*\* DFTIP Version 1 - 06/11/2018\*\*\*\*\*  
 2017 Carry over. RTP Appendix B-2  
 \*\*\*\*\* Version 20 - 05/31/2018 \*\*\*\*\*  
 Updating FTA 5307 with the full year apportionment for FY18 - increase by \$1,018,000. Toll credits for match. Increase Local funds by \$1,322,000 and LCTOP by \$50,000 in FY17/18  
 \*\*\*\*\* Version 19 - 10/18/2017 \*\*\*\*\*  
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 \*\*\*\*\* Version 18 - 07/18/2017 \*\*\*\*\*  
 Updating FTA5307 and 5310 with the full year apportionment published on 7/10/17 - increase 5307 by \$68,000 and 5310 by \$1,000  
 \*\*\*\*\* Version 17 - 05/04/2017 \*\*\*\*\*  
 Add FY16/17 FTA 5310 \$80,000 (funded w/100% federal funds w/TC)  
 \*\*\*\*\* Version 16 - 03/01/2017 \*\*\*\*\*  
 Adding additional FFY17 FTA 5307 & 5310 apportionment. Toll credits will be used for match.

\*\*\*\*\* DFTIP Version 1 - 05/18/2016 \*\*\*\*\*  
 New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

**TAHOE METROPOLITAN PLANNING ORGANIZATION**  
**2019 Federal Transportation Improvement Program**  
**Detailed Backup Listing for Grouped Projects for Operating Assistance to Transit Agencies**  
**Amendment No 5**  
**10/31/19**

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	El Dorado	RTP Appendix B-2	Date	10/30/2019							
<b>Project Title</b>				<b>Fund Source</b>					<b>Phase</b>	<b>Prior</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22</b>	<b>Total</b>
Tahoe Transportation District Transit Operations				FTA 5307					CON		\$1,430,000	\$1,430,000	\$1,442,000	\$1,442,000	\$5,744,000
				FTA 5311 - NV					CON		\$2,211,000	\$2,211,000	\$2,211,000	\$2,211,000	\$8,844,000
				CMAQ					CON		\$0	\$200,000	\$0	\$0	\$200,000
				Local funds					CON		\$2,768,000	\$2,783,000	\$2,783,000	\$2,783,000	\$11,117,000
				LCTOP					CON		\$0	\$0	\$0	\$0	\$0
				TDA					CON		\$1,264,000	\$1,308,000	\$1,308,000	\$1,308,000	\$5,188,000
				NV State Parks					CON		\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
<b>Project Description</b>				<b>\$0</b>					<b>\$7,758,000</b>	<b>\$8,017,000</b>	<b>\$7,829,000</b>	<b>\$7,829,000</b>	<b>\$31,433,000</b>		
TTD Transit operations. The project will provide operational assistance to the TTD transit in the Tahoe Region and NV surrounding areas.															
<b>Agency</b>		Tahoe Transportation District			<b>Project Manager</b>		George Fink		<b>Phone</b>		775-589-5325				
<b>Comments</b>		Remove LCTOP funds. Transfer to Transit Capital. Toll credits will be used for match. Cost Effectiveness 351.059 \$/kg/day													
CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	RTP Appendix B-2	Date	6/28/2019							
<b>Project Title</b>				<b>Fund Source</b>					<b>Phase</b>	<b>Prior</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22</b>	<b>Total</b>
Placer County TART Transit Operations				FTA 5307					CON		\$778,000	\$778,000	\$727,000	\$727,000	\$3,010,000
				Local Funds					CON		\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$13,200,000
				LCTOP					CON		\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
				TDA					CON		\$1,697,000	\$1,697,000	\$1,697,000	\$1,697,000	\$6,788,000
<b>Project Description</b>				<b>\$0</b>					<b>\$5,900,000</b>	<b>\$5,900,000</b>	<b>\$5,849,000</b>	<b>\$5,849,000</b>	<b>\$23,498,000</b>		
Tahoe Truckee Area Region Transit (TART) operations. The project will provide operational assistance to Placer County within the California portion of the Tahoe Region.															
<b>Agency</b>		Placer County Department of Public Works			<b>Project Manager</b>		Will Garner		<b>Phone</b>		530-525-9137				
<b>Comments</b>		Update the project with the FTA 5307 FY19 full year sub-allocation. Increase 5307 by \$51,000. Local funds for match.													
<b>TOTAL COST</b>													<b>\$54,931,000</b>		

PROJECT	Prior	18/19	19/20	20/21	21/22	Total
<b>TOTALS</b>	\$0	\$13,658,000	\$13,917,000	\$13,678,000	\$13,678,000	\$54,931,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Fleet and Administrative Facility (The plan will complete preliminary design and environmental on a transit facility site and prepare the project for approval and subsequent construction funding.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD18	<b>CURRENT</b>	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District  
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoeTransportation.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	10/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	5	926,000		
1	Official	09/26/2018	JWEBER	Adoption - New Project	0	463,000		

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: STP Local	CON			440,000	440,000					880,000
* Funding Agency: Nevada DOT	Total:			440,000	440,000					880,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON				23,000					23,000
* Funding Agency:	Total:				23,000					23,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: County Funds	CON			23,000						23,000
* Funding Agency:	Total:			23,000						23,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			463,000	463,000					926,000
	Total:			463,000	463,000					926,000

**Comments:**

\*\*\*\*\* Version 2 - 10/29/2019 \*\*\*\*\*

Add STBG-NV \$440,000 and Washoe County Q1 local match \$23,000 in 19/20 for Title VI planning work on facility sites.

\*\*\*\*\* Version 1 - 06/13/2018 \*\*\*\*\*

New Project. Facility site plan. RTP Appendix B-2

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Fleet and Administrative Facility (The plan will complete preliminary design and environmental on a transit facility site and prepare the project for approval and subsequent construction funding.)	MPO Aprv: 09/26/2018 State Aprv: 11/02/2018 Federal Aprv: 12/17/2018
CT PROJECT ID:			MPO ID.: TTD18	<b>PRIOR</b>	EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District  
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoeTransportation.org

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	10/30/2019	JWEBER	Amendment - Cost/Scope/Sch. Change	5	926,000		
1	Official	09/26/2018	JWEBER	Adoption - New Project	0	463,000		

* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency: Nevada DOT	CON				440,000					440,000
	Total:				440,000					440,000

* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TRPA Air Quality Mitigation	RW									
* Funding Agency:	CON				23,000					23,000
	Total:				23,000					23,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON				463,000					463,000
	Total:				463,000					463,000

Comments:  
\*\*\*\*\* Version 1 - 06/13/2018 \*\*\*\*\*  
New Project. Facility site plan. RTP Appendix B-2

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
State Highway System**

DIST: 03	PPNO:	EA: 0J250	CTIPS ID: 220-0000-0157	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation- Minor Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalized projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside urban area, lighting improvements, emergency truck pullovers, pavement resurfacing and/or rehabilitation, emergency relief (23 U.S.C. 125), widening narrow pavements or reconstructing bridges (no additional lanes))	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: SHOPP6		
COUNTY: Placer County	ROUTE: 28		PM: 10.2		

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	10/30/2019	JWEBER	Amendment - <b>New Project</b>	5	568,000		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON			568,000						568,000
* Funding Agency:	Total:			568,000						568,000

Comments:

\*\*\*\*\* Version 1 - 10/30/2019 \*\*\*\*\*  
New SHOPP Minor project for FFY19/20 (3 Culverts- s)  
RTP Appendix B-6



**Tahoe Regional Planning Agency - Federal Transportation Improvement Program  
(Dollars in Whole)  
State Highway System**

DIST: 03	PPNO: 3469	EA: 4H890	CTIPS ID: 220-0000-0156	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, lighting improvements, Emergency truck pullovers.)	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: SHOPP5		
COUNTY: El Dorado County	ROUTE: 50		PM: 75.4 / 80.1		

IMPLEMENTING AGENCY: Caltrans  
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

*PROJECT VERSION HISTORY (Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	10/30/2019	JWEBER	Amendment - <b>New Project</b>	5	23,590,000		

* SHOPP - Collision Reduction -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON			1,610,000	4,190,000					5,800,000
	Total:			1,610,000	4,190,000					5,800,000

* SHOPP - Future Need -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: Future Funds	RW									
* Funding Agency:	CON						17,790,000			17,790,000
	Total:						17,790,000			17,790,000

<b>Project Total:</b>		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
	CON			1,610,000	4,190,000		17,790,000			23,590,000
	Total:			1,610,000	4,190,000		17,790,000			23,590,000

**Comments:**  
\*\*\*\*\* Version 1 - 10/25/2019 \*\*\*\*\*  
New SHOPP Project  
RTP Appendix B-6

**TAHOE METROPOLITAN PLANNING ORGANIZATION**  
**2018 State Highway Operation and Protection Program (SHOPP)**  
**Detailed Backup Listing for Grouped Projects for Safety Improvements - SHOPP**  
**Amendment 5**  
**10/31/19**

**SHOPP - Minor Program**

Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation – Minor Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	19/20			20/21			22/23 (future)	
							PE	ROW	CON	PE	ROW	CON	CON	
SHOPP6	220-0000-0157	Placer	3	0J250	28	In Placer County, on Route 28 north side of Highway 28 from Chipmunk Street to Beaver Street. Install storm drain - 3 Culverts		5,000	563,000					
<b>Total</b>							<b>\$568,000</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$563,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**SHOPP - Collision Reduction**

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	19/20			20/21			22/23 (future)	
							PE	ROW	CON	PE	RW	CON	CON	
SHOPP5	220-0000-0156	El Dorado	3	4H890	50	In South Lake Tahoe, on US50 from Route 89 to Park Avenue. Install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrian and bicyclists.	1,610,000			1,470,000	2,720,000		17,790,000	
<b>Total</b>							<b>\$23,590,000</b>	<b>\$1,610,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,470,000</b>	<b>\$2,720,000</b>	<b>\$0</b>	<b>\$17,790,000</b>

Attachment C

Updated Financial Summary

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization  
2019 FTIP  
Amendment 5  
(\$'s in 1,000)

Funding Source		N O T E S	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5	
LOCAL	Sales Tax										
	City										
	County										
	Gas Tax										
	Gas Tax (Subventions to Cities)										
	Gas Tax (Subventions to Counties)										
	Other Local Funds	\$1,705	\$1,705	\$564	\$587	\$473	\$473	\$313	\$313	\$3,078	
	County General Funds	\$1,447	\$1,447	\$548	\$571	\$371	\$371	\$270	\$270	\$2,319	
	City General Funds	\$258	\$258	\$16	\$16	\$442	\$442	\$43	\$43	\$759	
	Street Taxes and Developer Fees RSTP Exchange funds										
Transit											
Transit Fares											
Other (See Appendix 1)	\$7,389	\$7,389	\$6,872	\$6,872	\$6,920	\$6,920	\$6,843	\$6,843	\$28,024		
<b>Local Total</b>	<b>\$9,094</b>	<b>\$9,094</b>	<b>\$7,436</b>	<b>\$7,459</b>	<b>\$7,393</b>	<b>\$7,393</b>	<b>\$7,156</b>	<b>\$7,156</b>	<b>\$31,102</b>		
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax										
	Other (See Appendix 2)										
<b>Regional Total</b>											
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup>				\$2,178		\$4,190			\$6,368	
	SHOPP				\$1,610		\$4,190			\$5,800	
	SHOPP Prior										
	State Minor Program				\$568					\$568	
	State Transportation Improvement Program (STIP) <sup>1</sup>										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
Active Transportation Program (ATP) <sup>1</sup>	\$3,707	\$3,707			\$744	\$744			\$4,451		
Highway Maintenance (HM) Program <sup>1</sup>											
Highway Bridge Program (HBP) <sup>1</sup>											
Road Repair and Accountability Act of 2017 (SB1)											
Traffic Congestion Relief Program (TCRP)											
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)											
Other (See Appendix 3)	\$3,274	\$3,274	\$5,654	\$5,654	\$3,322	\$3,342	\$3,322	\$3,322	\$15,592		
<b>State Total</b>	<b>\$6,981</b>	<b>\$6,981</b>	<b>\$5,654</b>	<b>\$7,832</b>	<b>\$4,066</b>	<b>\$8,276</b>	<b>\$3,322</b>	<b>\$3,322</b>	<b>\$26,411</b>		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$2,949	\$2,949	\$2,949	\$2,949	\$2,893	\$2,893	\$2,893	\$11,684	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants	5									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$185	\$185	\$50	\$50	\$50	\$50	\$50	\$335	
	5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844	
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$950	\$950	\$402	\$402	\$402	\$402	\$402	\$2,156	
	FTA Transfer from Prior FTIP Other (See Appendix 4)		\$850	\$850		\$1,500		\$7,125		\$4,475	
<b>Federal Transit Total</b>		<b>\$7,145</b>	<b>\$7,145</b>	<b>\$5,612</b>	<b>\$7,112</b>	<b>\$5,556</b>	<b>\$7,681</b>	<b>\$5,556</b>	<b>\$27,494</b>		
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,440	\$1,469	\$1,469	\$1,469	\$1,468	\$1,468	\$5,846	
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)				\$163	\$163	\$756	\$756		\$919	
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$3,451	\$3,451			\$649	\$649	
National Highway Freight Program (NHFP)											
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)											
Railway-Highway Crossings Program											
Recreational Trails Program											
SAFETEA-LU Safe Routes to School (SRTS)											
Surface Transportation Block Grant Program (STBGP/RSTP)	3	\$1,973	\$1,973	\$2,048	\$2,048	\$2,047	\$2,047	\$2,048	\$2,048		
Other (see Appendix 5)		\$4,967	\$4,967	\$3,183	\$3,183	\$1,283	\$1,283	\$1,334	\$1,334		
<b>Federal Highway Total</b>		<b>\$8,380</b>	<b>\$8,380</b>	<b>\$10,314</b>	<b>\$10,314</b>	<b>\$5,555</b>	<b>\$5,555</b>	<b>\$5,499</b>	<b>\$5,499</b>	<b>\$29,748</b>	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)										
	<b>Federal Railroad Administration Total</b>										
<b>Federal Total</b>		<b>\$15,525</b>	<b>\$15,525</b>	<b>\$15,926</b>	<b>\$17,426</b>	<b>\$11,111</b>	<b>\$13,236</b>	<b>\$11,055</b>	<b>\$11,055</b>	<b>\$57,242</b>	
INNOVATIVE FINANCING	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix 7)										
<b>Innovative Financing Total</b>											
<b>REVENUE TOTAL</b>		<b>\$31,600</b>	<b>\$31,600</b>	<b>\$29,016</b>	<b>\$32,717</b>	<b>\$22,570</b>	<b>\$28,905</b>	<b>\$21,533</b>	<b>\$21,533</b>	<b>\$114,755</b>	

Financial Summary Notes:  
<sup>1</sup> State Programs that include both state and federal funds  
<sup>2</sup> FTA program includes both CA and NV funds  
<sup>3</sup> STBG CA funds  
<sup>4</sup> NV5311 funds  
<sup>5</sup> Moved to Rev Appendix FTA 5339(c)

TABLE 1: REVENUE - APPENDICES

Tahoe Metropolitan Planning Organization  
2019 FTIP  
Amendment 5  
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
TRPA AQ Mitigation	\$166	\$166	\$193	\$193	\$152	\$152	\$255	\$255	\$766
LTCB Bond Measure	\$650	\$650							\$650
Private Funds			\$91	\$91	\$180	\$180			\$271
Local Transportation Funds	\$6,573	\$6,573	\$6,588	\$6,588	\$6,588	\$6,588	\$6,588	\$6,588	\$26,337
IVGID									
<b>Local Other Total</b>	<b>\$7,389</b>	<b>\$7,389</b>	<b>\$6,872</b>	<b>\$6,872</b>	<b>\$6,920</b>	<b>\$6,920</b>	<b>\$6,843</b>	<b>\$6,843</b>	<b>\$28,024</b>

Appendix 2 - Regional Other

Regional Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
<b>Regional Other Total</b>									

Appendix 3 - State Other

State Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
State Cash - CA Tahoe Conservancy			\$2,232	\$2,232					\$2,232
Nevada State LT License Plate (NDSL)			\$62	\$62					\$62
Nevada State Q1									
LCTOP	\$228	\$228	\$232	\$232	\$232	\$252	\$232	\$232	\$944
TDA	\$2,961	\$2,961	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$3,005	\$11,976
Nevada State Parks	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340
Nevada State Funds			\$38	\$38					\$38
<b>State Other Total</b>	<b>\$3,274</b>	<b>\$3,274</b>	<b>\$5,654</b>	<b>\$5,654</b>	<b>\$3,322</b>	<b>\$3,342</b>	<b>\$3,322</b>	<b>\$3,322</b>	<b>\$15,592</b>

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
5339(c) Low or No Emissions Grant	\$850	\$850		\$1,500		\$2,125			\$4,475
<b>Federal Transit Other Total</b>	<b>\$850</b>	<b>\$850</b>		<b>\$1,500</b>		<b>\$2,125</b>			<b>\$4,475</b>

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada - Surface Transportation Block Grant Program (STBG)	\$4,166	\$4,166	\$3,121	\$3,121	\$1,221	\$1,221	\$1,272	\$1,272	\$9,780
Nevada TAP	\$239	\$239	\$62	\$62	\$62	\$62	\$62	\$62	\$425
Highway Infrastructure Program (HIP) - NV	\$562	\$562							\$562
<b>Federal Highway Other Total</b>	<b>\$4,967</b>	<b>\$4,967</b>	<b>\$3,183</b>	<b>\$3,183</b>	<b>\$1,283</b>	<b>\$1,283</b>	<b>\$1,334</b>	<b>\$1,334</b>	<b>\$10,767</b>

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
<b>Federal Railroad Administration Other Total</b>									

Appendix 7 - Innovative Other

Innovative Other	FY 2019		FY 2020		FY 2021		FY 2022		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
<b>Innovative Other Total</b>									

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization  
 2019 FTIP  
 Amendment 5  
 (\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								TOTAL CURRENT
			FY 2019		FY 2020		FY 2021		FY 2022		
			Amendment		Amendment		Amendment		Amendment		
			Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5	
LOCAL	Local Total		\$8,912	\$8,912	\$7,436	\$7,459	\$7,393	\$7,393	\$7,156	\$7,156	\$30,920
REGIONAL	Tolls										
	Bridge										
	Corridor										
	Regional Sales Tax										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup>					\$2,178		\$4,190			\$6,368
	SHOPP					\$1,610		\$4,190			\$5,800
	SHOPP Prior										
	State Minor Program					\$568					\$568
	State Transportation Improvement Program (STIP) <sup>1</sup>										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program <sup>1</sup>		\$3,707	\$3,707			\$744	\$744			\$4,451
	Highway Maintenance (HM) Program <sup>1</sup>										
	Highway Bridge Program (HBP) <sup>1</sup>										
	Road Repair and Accountability Act of 2017 (SB1)										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)		\$3,274	\$3,203	\$5,654	\$5,641	\$3,322	\$3,342	\$3,322	\$3,215	\$15,401
	State Total		\$6,981	\$6,910	\$5,654	\$7,819	\$4,066	\$8,276	\$3,322	\$3,215	\$26,220
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$2,949	\$2,949	\$2,949	\$2,949	\$2,893	\$2,893	\$2,893	\$2,893	\$11,684
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants	5									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$185	\$185	\$50	\$50	\$50	\$50	\$50	\$50	\$335
	5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants		\$950	\$950	\$402	\$402	\$402	\$402	\$402	\$402	\$2,156
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$850	\$850		\$1,500		\$2,125			\$4,475
	Federal Transit Total		\$7,145	\$7,145	\$5,612	\$7,112	\$5,556	\$7,681	\$5,556	\$5,556	\$27,494
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,440	\$1,264	\$1,264	\$769	\$769	\$1,468	\$1,468	\$4,941
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)										
	Coordinated Border Infrastructure Program										
	Federal Lands Access Program										
	Federal Lands Transportation Program										
	GARVEE Bonds Debt Service Payments										
	Highway Infrastructure Program (HIP)				\$163	\$163	\$756	\$756			\$919
	Highway Infrastructure Program (HIP) - PRIOR										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)				\$3,451	\$3,451			\$649	\$649	\$4,100
	National Highway Freight Program (NHFP)										
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)										
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	3	\$1,968	\$1,968	\$2,007	\$2,007	\$2,047	\$2,047	\$2,048	\$2,048	\$8,070
	Other (see Appendix D)		\$4,967	\$4,967	\$2,683	\$3,123	\$840	\$840	\$1,334	\$1,334	\$10,264
	Federal Highway Total		\$8,375	\$8,375	\$9,568	\$10,008	\$4,412	\$4,412	\$5,499	\$5,499	\$28,294
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$15,520	\$15,520	\$15,180	\$17,120	\$9,968	\$12,093	\$11,055	\$11,055	\$55,788
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$31,413	\$31,342	\$28,270	\$32,398	\$21,427	\$27,762	\$21,533	\$21,426	\$112,928

MPO Financial Summary Notes:  
<sup>1</sup> State Programs that include both state and federal funds.  
<sup>2</sup> FTA program that includes both California and Nevada funds  
<sup>3</sup> STBG CA funds  
<sup>4</sup> NV 5311 funds  
<sup>5</sup> Moved to Rev Appendix FTA 5339(c)



TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization  
 2019 FTIP  
 Amendment 5  
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								TOTAL CURRENT		
		FY 2019		FY 2020		FY 2021		FY 2022				
		Amendment		Amendment		Amendment		Amendment				
		Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5	Prior No. 04	Current No.5			
LOCAL	Local Total	\$182	\$182							\$182		
REGIONAL	Tolls Bridge Corridor Regional Sales Tax Other											
	Regional Total											
STATE	State Highway Operations and Protection Program (SHOPP) <sup>1</sup> SHOPP SHOPP Prior State Minor Program											
	State Transportation Improvement Program (STIP) <sup>1</sup> STIP STIP Prior											
	State Bond Proposition 1A (High Speed Passenger Train Bond Program) Proposition 1E (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)											
	Active Transportation Program <sup>1</sup> Highway Maintenance (HM) Program <sup>1</sup> Highway Bridge Program (HBP) <sup>1</sup> Road Repair and Accountability Act of 2017 (SB1) Traffic Congestion Relief Program (TCRP) State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) Other		\$71		\$13					\$107	\$191	
	State Total		\$71		\$13					\$107	\$191	
	FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants 5309 - Fixed Guideway Capital Investment Grants 5309b - New and Small Starts (Capital Investment Grants) 5309c - Bus and Bus Related Grants 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities 5311 - Formula Grants for Rural Areas 5311f - Intercity Bus 5337 - State of Good Repair Grants 5339 - Bus and Bus Facilities Formula Grants FTA Transfer from Prior FTIP Other										
		Federal Transit Total										
		FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program) Coordinated Border Infrastructure Program Federal Lands Access Program Federal Lands Transportation Program GARVEE Bonds Debt Service Payments Highway Infrastructure Program (HIP) Highway Infrastructure Program (HIP) - PRIOR High Priority Projects (HPP) and Demo Highway Safety Improvement Program (HSIP) National Highway Freight Program (NHFP) Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants) Railway-Highway Crossings Program Recreational Trails Program SAFETEA-LU Safe Routes to School (SRTS) Surface Transportation Block Grant Program (STBGP/RSTP) Other			\$205	\$205	\$700	\$700			\$905
			Federal Highway Total	\$5	\$5	\$746	\$306	\$1,143	\$1,143			\$1,454
			FEDERAL RAIL	Other Federal Railroad Administration Federal Railroad Administration Total								
Federal Total				\$5	\$5	\$746	\$306	\$1,143	\$1,143			\$1,454
INNOVATIVE FINANCE			TIFIA (Transportation Infrastructure Finance and Innovation Act) Other									
			Innovative Financing Total									
REVENUE - PROGRAM TOTAL			\$187	\$258	\$746	\$319	\$1,143	\$1,143		\$107	\$1,827	



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**STAFF REPORT**

Date: November 13, 2019  
To: TMPO Governing Board  
From: TRPA Staff  
Subject: Amendment #1 of the FY 2020 Lake Tahoe Transportation Overall Work Program

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**Summary and Staff Recommendation:**

Staff recommends that the TMPO Governing Board approve Amendment #1 of the FY 2020 TMPO Overall Work Program (OWP) by adopting the attached resolution (Attachment A).

**Required Motions:**

In order to adopt the revised funding allocation, the Board must make the following motion(s), based on the staff summary:

- 1) A motion to adopt the attached resolution approving Amendment #1 of the 2020 TMPO Overall Work Program. (Attachment A).

In order for motion(s) to pass, an affirmative vote of any eight Board members at least four Board members is required.

**Tahoe Transportation Commission Recommendation:**

The Tahoe Transportation Commission approved the formal recommendation to the TMPO Governing Board at their November 8, 2019 meeting.

**Background:**

As a recipient of federal transportation planning funds, the Tahoe Metropolitan Planning Organization (TMPO) is required to prepare an annual program of work outlining the planning activities TMPO will be undertaking in the coming fiscal year. The OWP, also referred to as a Unified Planning Work Program (UPWP), provides a description of the activities and an associated financial budget to fund the efforts.

Based on a revised funding allocation from California SB1-Sustainable Communities Program to TMPO, it is necessary to amend the current OWP to reflect the addition of \$4,957 to Work Element 108 - Sustainable Communities Planning. The nature of this amendment is administrative and does not substantively modify the work activities of the transportation program outlined in Work Element 108. The additional funding will be incorporated into the planning work associated with the development of the Main Street Management Plan for the recently approved Stateline Community Revitalization Project. Attachment B includes the specific edits to Work Element 108 financial tables for consideration with this amendment.

Regional Plan Compliance:

The proposed amendment complies with all requirements of federal funding recipients, and directly supports the objectives of the TRPA Regional Plan.

Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert at (775) 589-5204 or [mglickert@trpa.org](mailto:mglickert@trpa.org).

Attachments:

- A. Resolution 2019-\_\_ to adopt Amendment #1 of the FY2020 TMPO OWP
- B. Revised TMPO OWP Work Element 108-Sustainable Communities Planning

Attachment A

Resolution 2019-\_\_ to adopt Amendment #1 of the FY2020 TMPO OWP

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TMPO RESOLUTION NO. 2019-\_\_

ADOPTION OF AMENDMENT #1 OF THE TMPO 2020 TRANSPORTATION OVERALL WORK PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450; and

WHEREAS, each MPO is required to adopt an Overall Work Program (OWP), describing the transportation planning priorities facing the Region and the planning activities anticipated for the Region over the next year; and

WHEREAS, staff has prepared Amendment #1 to the OWP that includes modifications to the anticipated revenues and expenditures contained in Work element 108; and

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have approved the 2020 OWP; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt Amendment #1 of the 2020 OWP and authorize the submittal to state and federal agencies for approval as necessary, and authorize staff to take actions necessary for this approval; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving Amendment #1 of the 2020 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on November 20, 2019 by the following vote:

Ayes:  
Nays:  
Absent:

\_\_\_\_\_  
William Yeates, Chair  
TMPO Governing Board

Attachment B

Revised TMPO OWP Work Element 108-Sustainable Communities Planning

Attachment B

Revised TMPO OWP Work Element 108 – Sustainable Communities Planning

The additional award of SB1 funds in the amount of \$4,957 will be matched with TRPA General funds in the amount of \$634. These additional funds will be utilized to further direct costs.

The following tables demonstrate the effective changes to the direct budget and the final revised overall budget table 108.2 for Fiscal Year 2019-2020 Work Element 108.

Existing and Revised Budget:

Revenues	Existing	Revised	Change
TRPA General	\$20,835	\$21,469	\$634
CA-RMRA 19/20	\$160,750	\$165,707	\$4,957
<b>Subtotal:</b>	<b>\$181,585</b>	<b>\$187,176</b>	<b>\$5,591</b>

Final table to be amended into the 2020 OWP:

<b>WE 108.2</b>	
<b>REVENUES</b>	<b>EXPENDITURES</b>
<b>Direct Costs:</b>	<b>Direct Costs:</b>
TRPA General \$21,469	Sustainable Comm Planning \$187,176
CA-RMRA 19/20 \$165,707	
<b>Subtotal: \$187,176</b>	<b>Subtotal: \$187,176</b>
<b>TMPO Staff:</b>	<b>TMPO Staff:</b>
FHWA PL (CA) \$57,834	<b>Wages/Benefits: \$34,017.99</b>
-Toll Credits (PL-CA) \$6,634	<b>Est. Indirect Cost: \$23,816.01</b>
<b>Subtotal: \$57,834</b>	<b>Subtotal: \$57,834</b>
<b>Total: \$245,010</b>	<b>Total: \$245,010</b>

\*\*Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

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STAFF REPORT

Date: November 13, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Lake Tahoe Aquatic Invasive Species (AIS) Program Control Action Agenda

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Summary and Staff Recommendation:

This item is for informational purposes and no action is required.

Background:

The Lake Tahoe AIS Program continues to make progress on achieving goals and objectives identified in the *Lake Tahoe Region Aquatic Invasive Species Management Plan* (TRPA 2014) and *Implementation Plan for the Control of Aquatic Invasive Species within Lake Tahoe* (Wittman and Chandra 2015). Over the past year, the AIS Coordinating Committee worked with Lisa DeBruyckere, an independent consultant from Creative Resource Strategies, to develop the Lake Tahoe AIS Control Action Agenda (Attachment A). This document provides a multi-part plan to increase the pace and scale of AIS control work in the region over the next decade. It includes specific actions to achieve ambitious but realistic goals, most notably a 90% reduction in all invasive aquatic plant species in the Region. The plan includes the following components:

1. A suite of outcome-based measurable performance metrics that assess progress in managing AIS through time;
2. Refined strategies and actions to address existing and emerging AIS issues in the Region, particularly in the context of increasing climate change stressors;
3. Research and technology needed to address complex AIS management challenges and the unique life histories of Lake Tahoe Region AIS;
4. Adequate and comprehensive monitoring to accurately assess the distribution and abundance of AIS in the Region;
5. The need to monitor and maintain sites previously treated for AIS in perpetuity to ensure these sites remain free from future AIS invasions;
6. Timelines for implementation;
7. The operational and staffing resources needed to achieve AIS management goals from 2021–2030; and

8. Potential sources of funding to support the Agenda as well as the permits likely needed to fully implement this Agenda.

The document will be adopted as part of the AIS Management Plan, of which all partners currently operate under for the AIS program. EIP partners from each sector are currently working together to implement the recommendations of the Action Agenda and formulate a funding strategy to realize the stated goals.

Contact Information:

For questions regarding this agenda item, please contact Dennis Zabaglo, at (775) 589-5255 or [dzabaglo@trpa.org](mailto:dzabaglo@trpa.org).

Attachment:

A. Lake Tahoe Region AIS Action Agenda 2021-2030



Attachment A

Lake Tahoe Region AIS Action Agenda 2021-2030



# LAKE TAHOE REGION AQUATIC INVASIVE SPECIES

**ACTION AGENDA 2021-2030**  
Enhancing Resilience in the Lake Tahoe Region

# The Lake Tahoe Region Aquatic Invasive Species (AIS) Action Agenda 2021–2030:

- Increases the pace and scale of aquatic invasive species control work
- Identifies priorities for AIS investments
- Maximizes return on investment
- Incorporates new performance metrics
- Supports adequate levels of monitoring
- Adds capacity to achieve goals
- Defines a complete approach to addressing aquatic invasive species in the Region

## Regional AIS Goals:

- Prevent new introductions of AIS to the Region.
- Limit the spread of existing AIS populations by employing strategies that minimize threats to native species, and extirpate existing AIS populations when possible.
- Abate harmful ecological, economic, recreational, and public health impacts resulting from AIS

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## The Action Agenda is a 10-year plan with two five-year implementation phases:

**Phase I (2021–2025)** aggressively treats and controls AIS throughout the Region while completing environmental documents and AIS control testing for the Tahoe Keys. The Phase I goal is to reduce aquatic invasive plants to maintenance levels (or complete eradication) in areas outside of the Tahoe Keys.

**Phase II (2026–2030)** focuses on reducing aquatic invasive plants and invasive fish in the Tahoe Keys while continuing to maintain, reduce, or eradicate AIS in other parts of the Lake Tahoe Region.



This document was prepared by  
Creative Resource Strategies, LLC



## The Time to Act is Now

Aquatic invasive species pose one of the greatest threats to Lake Tahoe’s ecology, and to the \$5 billion recreation-based economy of the Lake Tahoe Region. Now is the time to increase the pace and scale to reduce the distribution and abundance of aquatic invasive species in the Lake Tahoe Region.

Failure to implement comprehensive control actions on all aquatic invasive species through 2030 will:









- Lessen chances of eradicating and controlling AIS populations;
- Harm the ecological function of Lake Tahoe;

- Inject uncertainty into the regional economy;
- Make it more difficult to recover populations of the federally-listed Lahontan cutthroat trout;
- Degrade the quality of experiences of residents and visitors; and
- Significantly increase long-term costs to address AIS in the Region.

Enhancing the resilience of Lake Tahoe by addressing AIS threats will achieve the most strategic return on investment and ensure the Region continues to thrive.

## Aquatic Invasive Species Performance Metrics

New performance metrics assess both effort and outcomes associated with AIS control projects in the Region.

Programmatic Metrics	Outcome-based Metrics
 Acres treated for invasive species	 <b>PLANTS</b> <ul style="list-style-type: none"> <li>• Percentage increase or decrease in infested area (acres) per species</li> <li>• Number of AIS-infested acres</li> <li>• New aquatic invasive plant populations that have become established</li> </ul>
 Number of projects completed	 <b>INVASIVE FISH</b> <ul style="list-style-type: none"> <li>• Reduction of invasive fish in regions of Lake Tahoe</li> </ul>
 Invasive species risk assessment completed	 <b>AQUATIC INVASIVE INVERTEBRATES</b> <ul style="list-style-type: none"> <li>• Reductions of signal crayfish and mysid shrimp in designated regions of Lake Tahoe</li> </ul>
 Funds expended per unit	 <b>INVASIVE AMPHIBIANS</b> <ul style="list-style-type: none"> <li>• Reductions of bullfrogs in designated regions of Lake Tahoe</li> </ul>

## Achieving an Optimal Return on Investment, 2021-2030

The Action Agenda proposes a three-fold increase in pace and scale relative to current actions. Complete Action Agenda implementation will cost an estimated \$74 million through 10 years (\$7.4 million annually) and will achieve the greatest return on investment, maximize benefits to ecosystem services, minimize risk, and reduce degradation to fish and wildlife habitats in the Region. Implementing this recommendation will achieve:

- 90 percent reduction to eradication of aquatic invasive plants in nearshore and upstream areas and the Tahoe Keys;
- 90 percent reduction in invasive fish biomass in priority areas;
- Reductions of aquatic invasive invertebrates and amphibians in regions of the lake and upstream areas;
- Support for effective Early Detection Rapid Response actions through the creation of an emergency invasive species fund;
- Newly developed detection and monitoring tools;
- Comprehensive nearshore-wide and in-situ diver survey and drone transects;
- Strategic investment in new technologies and methodologies to control aquatic invasive species;
- An assessment of high-risk invasive species every two years; and
- Investment in a marina engagement strategy.

The plan outlines four funding levels to achieve Region AIS goals:



**Level A:** Complete AIS control throughout the Region, including Tahoe Keys

**Level B:** AIS plant-only control throughout Region, including Tahoe Keys

**Level C:** AIS plant-only control throughout the Region, excluding Tahoe Keys

**Level D:** AIS plant-only control in nearshore, excluding Tahoe Keys

Implementing Action Agenda Level A achieves the greatest biological integrity in the Lake Tahoe Region while minimizing risk to the economic, environment, and societal values. Implementing Level D funding achieves the least biological integrity and involves the greatest risk.



## Strategic Investments Needed to Implement the Action Agenda, 2021–2030

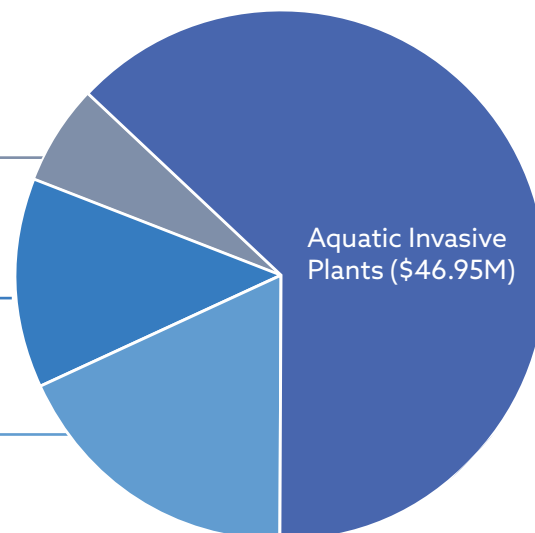
Strategic Outcomes	Phase I (2021–2025)	Phase II (2026–2030)
Aquatic Invasive Plant Control Outside Tahoe Keys 90% reduction in acreage of aquatic invasive plant populations outside the Tahoe Keys	\$12.5 M	\$6.25 M
Aquatic Invasive Plant Control Outside Tahoe Keys Early Detection and Rapid Response - no new aquatic invasive plant populations become established outside the Tahoe Keys	\$1.25 M	\$1.25 M
Aquatic Invasive Plant Control in Tahoe Keys 90% reduction, or eradication, of aquatic invasive plant populations in the Tahoe Keys	\$7.0 M	\$17.2 M
Aquatic Invasive Plant Control in Tahoe Keys Environmental documentation that informs control work in the Tahoe Keys	\$1.5 M	\$0
<b>Aquatic Invasive Plant Control Totals</b>	<b>\$22.25 M</b>	<b>\$24.70 M</b>
Aquatic Invasive Fish, Invertebrate, and Amphibian Control 90% reduction of invasive fish biomass, and invasive aquatic invertebrates and American bullfrogs in regions of the lake	\$2.63 M	\$1.85 M
<b>Aquatic Invasive Fish, Invertebrate and Amphibian Control Totals</b>	<b>\$2.63 M</b>	<b>\$1.85 M</b>
Research and Monitoring Enhanced detection of aquatic invasive species, surveys conducted (nearshore, in-situ diver, drone), assessments of AIS population abundance and distribution, investments in new technologies	\$4.29 M	\$5.235 M
<b>Research and Monitoring Totals</b>	<b>\$4.29 M</b>	<b>\$5.24 M</b>
Assessment, Emergency Fund, Infrastructure Enhancements to Prevent Spread of AIS, and Added Staff Capacity High-risk assessment of AIS every two years, established partnership program to advance infrastructure at marinas and other lake locations, establish an Early Detection and Rapid Response emergency fund, and hire sufficient staffing to implement the Agenda.	\$7.2 M	\$6.28 M
<b>Administrative Totals</b>	<b>\$7.20 M</b>	<b>\$6.28 M</b>
<b>TOTALS</b>	<b>\$36.39M</b>	<b>\$38.06 M</b>
<b>GRAND TOTAL</b>		<b>\$74.45 M</b>

### AIS Budget, 2021–2030

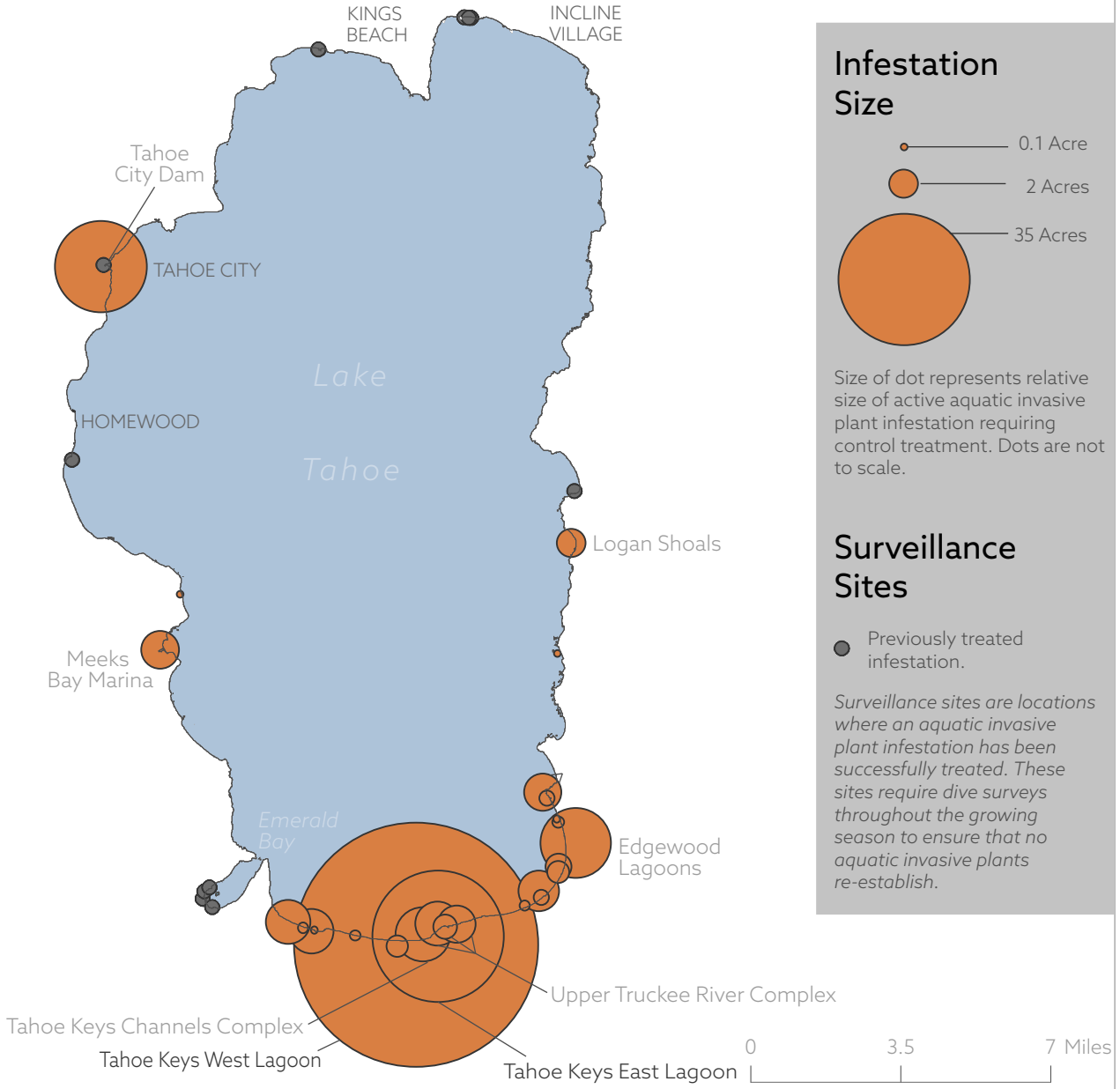
Aquatic Invasive Fish, Invertebrate, and Amphibian Control (\$4.47M)

Research and Monitoring (\$9.53M)

Assessment, Emergency Fund, Infrastructure Enhancements, Staff Capacity (\$13.48M)



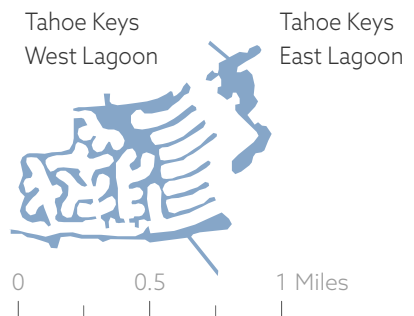
# Aquatic Invasive Plant Infestations 2019



## The Tahoe Keys Challenge

Based on acreage, the Tahoe Keys comprise 70 percent of all aquatic plant infestations in Lake Tahoe. The size of these infestations and the complexity associated with the geography of the Tahoe Keys make identifying and implementing control treatments a challenge. Although most marinas contain one or two embayments, the Tahoe Keys complex contains a myriad of connected waterways equalling approximately 170 acres.

Map produced by S. Matthews, Tahoe RCD 2019.





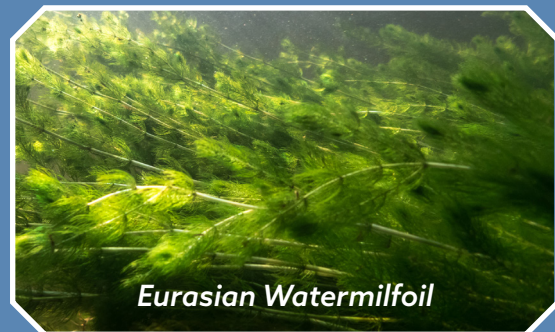
# MOST UNWANTED LAKE TAHOE AQUATIC INVASIVE SPECIES

Aquatic invasive plants, fish, invertebrates, and amphibians are degrading Lake Tahoe Region ecosystems.

## Plants

### Eurasian Watermilfoil and Curlyleaf Pondweed

- Reduce native species
- Degrade water quality by
  - Contributing to nutrient loading
  - Impairing boating navigation
  - Reducing clarity
- Reduce scenic quality
- Create habitat for other invasives



## Invasive Fish

- Alter food web function
- Decrease the biodiversity of native fish
- Compete with native fish
- Inhibit Lahontan cutthroat trout recovery



# Aquatic Invertebrates

## Asian Clams

- Where present, Asian clams comprise the majority of benthic community biomass
- Contribute to algal blooms
- Shell deposits affect nearshore aesthetics



## Mysid Shrimp

- Reduce or eliminate native phytoplankton
- Alter food web dynamics
- Inhibit Lahontan cutthroat trout recovery
- Reduce clarity



## Signal Crayfish

- Comprise the bulk of littoral-zone benthic biomass
- Reduce food for native benthic macroinvertebrates
- Degrade water quality
- Reduce native aquatic invertebrates



# Invasive Amphibians

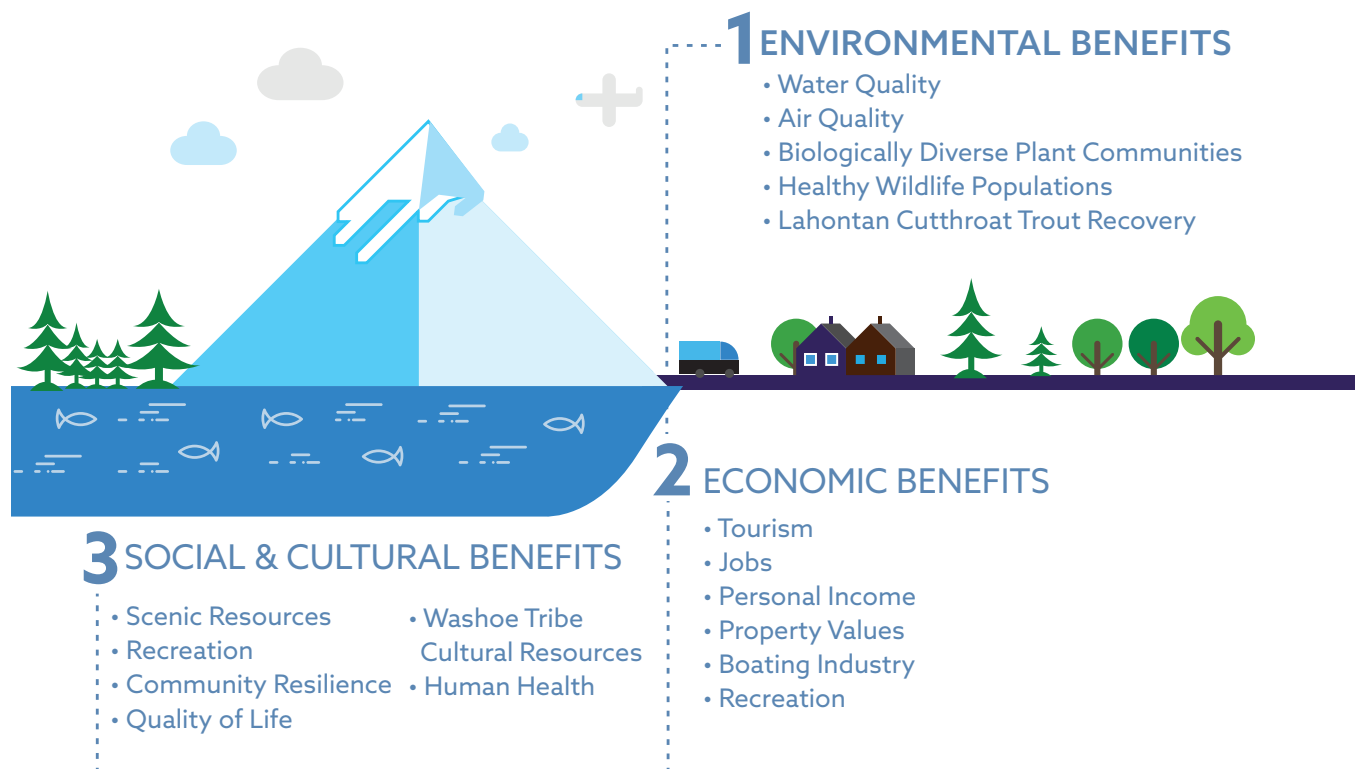
## American Bullfrogs

- Transmit fungus to other amphibians
- Outcompete native species
- Consume native fish, birds, and amphibians



# The Regional Economy Depends on a Healthy Lake Tahoe

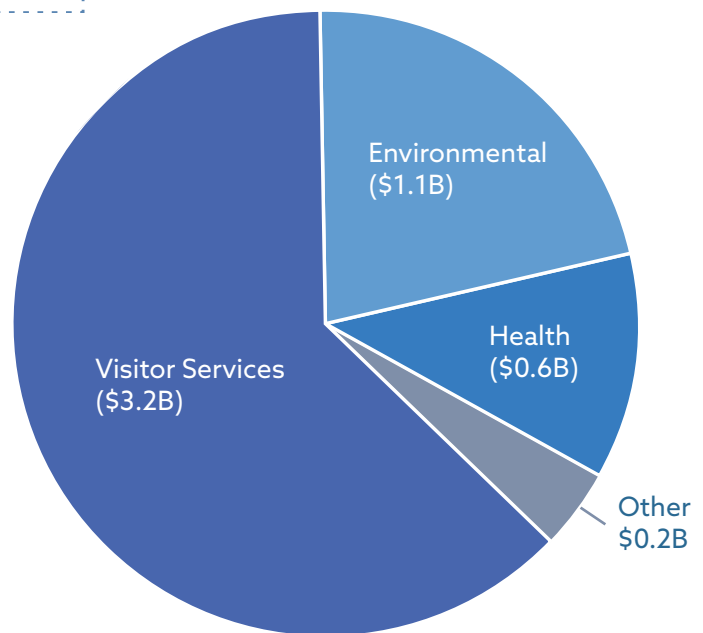
Lake Tahoe is one of the largest subalpine lakes in the world and is recognized nationally and globally as a natural resource of special significance. Lake Tahoe is also an Outstanding National Resource Water known for its extraordinary clarity and blue color. Maintaining and sustaining a healthy Lake Tahoe protects valuable economic, environmental, and social/cultural resources in the Region.



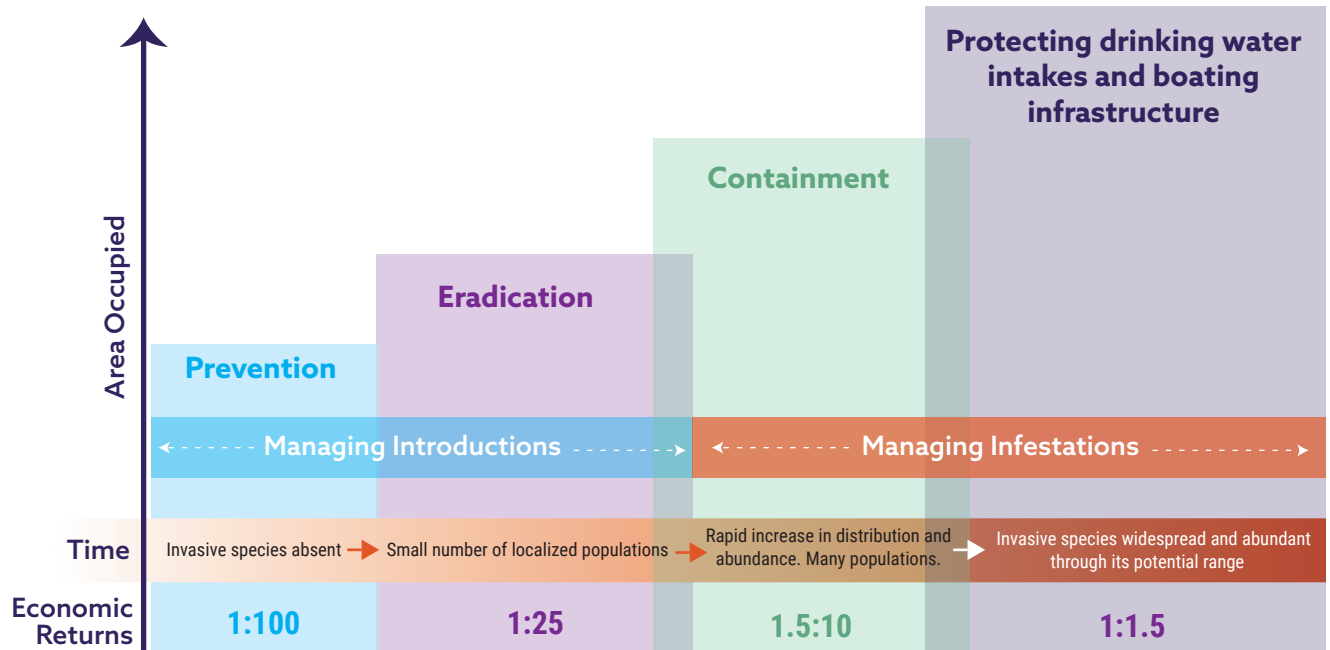
## \$5 Billion Regional Economy

Visitor services, Environmental, Health, and Other clusters drive 95 percent of the regional economy (Applied Development Economics 2015). Recreation is the second most important component of the Visitor Services cluster. The top three clusters depend on the continued outstanding quality of the natural environment.

**Total Tahoe Economy = \$5.1 billion**



## Cost-Effectiveness of AIS Management Approaches



### Prevention

The most cost-effective approach to managing invasive species is to **prevent** their introduction. As populations become established, containment and management result in the greatest long-term economic, environmental, and social damages.

The watercraft inspection program shields the Tahoe Basin from an invasive mussel infestation by focusing on the *Clean, Drain and Dry* strategy. This includes watercraft inspection and decontamination stations, and outreach and education. During the past 11 years, these strategic investments have prevented the introduction of quagga or zebra mussels to the Region, at a fraction of the cost of containment and eradication. An infestation of these invasive mussels would cost the Region millions of dollars annually and in perpetuity.

### Eradication

The next most cost-effective invasive species management method is to eradicate infestations when their populations are small and localized. Eurasian watermilfoil is an aquatic invasive

plant found both inside the Tahoe Keys and along Lake Tahoe's shoreline. Managers have effectively **eradicated** newly detected populations of Eurasian watermilfoil along the shoreline while populations are small.

### Containment

The Tahoe Keys, which are infested with aquatic invasive plants and invasive fish, serve as invasive species source populations for the Region. Managers work to **contain** AIS in the Tahoe Keys while pilot projects are completed to test the efficacy of eradication methods. Containment is costlier than eradication, or prevention.

### Asset Protection

When invasive species cannot be prevented, eradicated, or contained, actions to **protect assets, such as drinking water intakes and boating infrastructure**, have the greatest cost and fewest returns on investment.





The Lake Tahoe Environmental Improvement Program is a collaborative partnership working together to achieve the environmental goals of the region. The Aquatic Invasive Species Action Agenda implements the partnerships' priorities to control or eradicate aquatic invasive species to protect the biological diversity and scenic resources of the Lake Tahoe Basin.







## STAFF REPORT

Date: November 13, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Forest Action Plan Overview - Tahoe Fire and Fuels Team

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### Summary and Staff Recommendation:

Forest Schafer of the California Tahoe Conservancy will present the Lake Tahoe Basin Forest Action Plan developed by the Tahoe Fire and Fuels Team. This item is for informational purposes and no action is required.

### Background and Review:

The partner organizations of the Tahoe Forest and Fuels Team developed the Forest Action Plan to proactively minimize growing risk, including wildfire, a potential beetle epidemic, and drought. The Forest Action Plan contains three strategies that support completing and maintaining all wildland urban interface treatments and implementing large landscape restoration: match the scale of the solution to the scale of the treat; build capacity for all phases of the forest landscape management cycle; and, leverage technology for rapid, large-scale, efficient implementation. The plan aligns with state and federal plans that seek to increase the pace and scale of forest restoration.

### Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or [kmcintyre@trpa.org](mailto:kmcintyre@trpa.org).

### Attachment:

<http://tahoe.livingwithfire.info/wp-content/uploads/2018/11/TFFT-Lake-Tahoe-Basin-Forest-Action-Plan-2019.pdf>





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STAFF REPORT

Date: November 13, 2019  
To: TRPA Governing Board  
From: TRPA Staff  
Subject: Lake Tahoe West Landscape Restoration Strategy

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Summary and Staff Recommendation:

Staff will present on the Lake Tahoe West (LTW) Landscape Restoration Strategy (LRS) developed collaboratively with stakeholders, federal, state, and regional agencies. Staff will review how the Landscape Restoration Strategy will facilitate Chapter 61 (Vegetation and Forest Health) code update regarding mechanical thinning on 30%-50% slopes. This item is for informational purposes and no action is required.

Background and Review:

Lake Tahoe West formed in 2016 to focus on scaling up and accelerating restoration and increasing the social-ecological resilience of forests, watersheds, recreational opportunities, and communities across 60,000 acres of Lake Tahoe's west shore. The LTW Landscape Restoration Strategy reflects an extraordinary amount of collaboration and consensus building among agencies, scientists, and stakeholders. Four public agencies –the Forest Service Lake Tahoe Basin Management Unit (Forest Service LTBMU), California Tahoe Conservancy, California State Parks, and Tahoe Regional Planning Agency –joined with the non-profit National Forest Foundation, Forest Service Pacific Southwest Research Station ,and interagency Tahoe Fire and Fuels Team to launch Lake Tahoe West in 2016. The Lake Tahoe West partners developed the LRS using the best available science, including a Landscape Resilience Assessment and computer modeling of future forest conditions and wildfire risk in the Lake Tahoe Basin.

The LRS identifies six goals for a resilient landscape. The Goals reflect long-term desired conditions for forests, fire, native species and ecological communities, water and watersheds, communities, and regional economies, as follows:

- Goal 1. Forests recover from fire, drought, and insect and disease outbreaks.
- Goal 2. Fires burn at primarily low to moderate severities and provide ecological benefits.
- Goal 3. Terrestrial and aquatic ecosystems support native species.
- Goal 4. Healthy creeks and floodplains provide clean water, complex habitat, and buffering from floods and droughts.
- Goal 5. People live safely with fire and enjoy and steward the landscape.
- Goal 6. Restoration is efficient, collaborative, and supports a strong economy.

In the planning phase, Lake Tahoe West will analyze potential impacts from updating the TRPA code to allow for mechanical thinning and treatments on 30% to 50% slopes. Currently the Tahoe Regional Planning Agency Code of Ordinances limits steep slope access with ground-based mechanical thinning equipment. This policy was written to prevent erosion from the use of heavy mechanical equipment. In the past decade, new innovative technologies and harvest methods for mechanical thinning have made it possible for managers to treat steeper slopes while still providing resource protections. These newer technologies have low-pressure systems that significantly reduce soil impacts. Special attention to areas with sensitive soils, most notably in Ward and Blackwood canyons, can further limit erosion risks in these areas. Managers would consider soil operability conditions when proposing mechanical thinning and would not propose this treatment for shallow erodible soils but for deeper more stable soils. During project planning, partners will analyze the environmental effects of updating the Tahoe Regional Planning Agency Code of Ordinances to allow ground-based mechanical treatment of forested areas on 30-50% slopes

Today, managers are still limited to using hand thinning or aerial yarding systems on slopes greater than 30%. Approximately 20% of the Lake Tahoe West landscape has slopes 30-50%. These slopes are a limiting factor in achieving the Goals of the Landscape Restoration Strategy and restoring the resilience of the forest. Allowing ground based mechanical treatments on slopes up to 50% can significantly reduce the number of acres that will require hand thinning and pile burning treatments. By reducing the number of acres that require follow up pile burning, there will be less risk of exacerbating the pile burning backlog. Reducing the need to burn piles allows managers to focus prescribed fire treatments on ecologically beneficial landscape burns. Access to slopes 30-50% also reduces smoke emissions associated with pile burning, allows managers to thin stands to desired conditions, and provides opportunity for utilization of restoration by-products that can provide long-term carbon storage and reduced greenhouse gas emissions.

Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or [kmcintyre@trpa.org](mailto:kmcintyre@trpa.org).

STAFF REPORT

Date: November 13, 2019

To: TRPA Governing Board

From: TRPA Staff

Subject: Update on the Main Street Management Plan and Other Components of the US 50/South Shore Community Revitalization Project

Summary and Staff Recommendation:

This staff report provides a brief update on the Main Street Management Plan and the South Shore Community Revitalization Project. This item is for informational purposes and no action is required.

Project Description/Background:

Prior to permit acknowledgement of Phase 1 of the South Shore Community Revitalization Project (SSCRP), the Main Street Management Plan (MSMP) must be developed and adopted by the TRPA Governing Board. The MSMP will provide a plan for the transition of the Main Street area after its conversion from a five lane US highway to a space which enhances the business environment, visitor experience and environmental sustainability. TRPA, as a partner agency and in coordination with the Tahoe Transportation District (TTD), is the lead in developing the MSMP. TTD is the lead in developing and completing three components of the MSMP and the remaining project conditions/components of the SSCR, as shown in the table below.

<b>Project Condition/Component</b>	<b>Lead Entity</b>
Main Street Management Plan must be approved by TRPA before proceeding with roadway realignment	TRPA
<ul style="list-style-type: none"> <li>• Main Street Design and Wayfinding</li> <li>• Main Street Management Plan Transit Circulator</li> <li>• Main Street Management Plan Property and Improvements Ownership, Management, and Funding</li> <li>• Parking Management</li> </ul>	TRPA TTD TTD TTD
Replacement Housing - 109 Transit Oriented Development (TOD) Residential Units (102 low income, 7 moderate income).	TTD
<ul style="list-style-type: none"> <li>• 76 units shall be constructed prior to displacement of any residents for any part of the SSCR.</li> <li>• No less than 33 units shall be constructed before or concurrent with the roadway realignment.</li> </ul>	
Rocky Point Neighborhood Amenities Plan	TTD

US 50 Engineering and Construction Plans	TTD
Secure Project Funding	TTD

TRPA Status Report:

*Main Street Management Plan Stakeholder Working Group*

- The fourth Stakeholder Working Group meeting is scheduled for November 19<sup>th</sup>. TRPA staff and consultants are refining the alternatives that were developed at the previous meeting and analyzing each for safety, circulation during events, vehicle and pedestrian flow, cost, and maintenance, among other criteria.

*Main Street Management Plan Staff Steering Committee*

- TRPA staff and consultants met with the Staff Steering Committee as well as staff from both the City of South Lake Tahoe and Douglas County Finance and Public Works Departments in late October. These meetings were the first of multiple conversations regarding roles and responsibilities for ownership, operations and maintenance of Main Street. The City and Douglas County reviewed the draft alternatives, the draft performance standards for which the street will be evaluated post-implementation, and an initial cost, maintenance and operations strategy for the future design of Main Street.

TTD Status Report:

*Main Street Management Plan*

- TRPA staff are assisting TTD with the MSMP ownership, management and funding task, as described above.
- Dixon Resources Unlimited, a subconsultant to Wood Rogers, will be assisting TTD in the development of the MSMP Parking Management Plan. Task one of their work will include establishing a parking stakeholder group made up of parking operators and key stakeholders in the project area, resulting in recommendations for inter-jurisdictional parking policies and necessary code updates. Additionally, Dixon will review the parking management component of the proposed Event Center project within the context of how it will integrate into the parking management plan for the Main Street.
- TTD and consultants will be providing an initial concept for the circulator transit. It will be used by staff and other consultants and is also expected by November 12, 2019.

*Replacement Housing*

- Pacific Development Group, the City of South Lake Tahoe and TTD are in the process of submitting necessary application materials to the City of South Lake Tahoe for an amendment to the Tourist Core Area Plan. This amendment would incorporate three parcels adjacent to Ski Run Blvd and Pioneer Trail into the existing Tourist Core Area Plan and would allow for an increase in density for multi-family residential by 17 units. If processed and approved by the City, the amendment would be considered by the TRPA Governing Board for approval. Prior to the initiation of this process all parties met with TRPA staff to verify the appropriate process for the plan amendment.

*US 50 Engineering & Construction Plans*

- Engineering, design and surveying work is underway with no issues reported.

Contact Information:

For questions regarding this agenda item, please contact Alyssa Bettinger, Associate Planner, at (775) 589-5301 or [abettinger@trpa.org](mailto:abettinger@trpa.org).



STAFF REPORT

Date: November 13, 2019

To: TRPA Forest Health & Wildfire Committee

From: TRPA Staff

Subject: Discussion and Possible Recommendation of proposed code language for TRPA Code of Ordinances Chapter 61, Section 61.1. Tree Removal and Section 61.2 Prescribed Fire

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Summary and Staff Recommendation:

Chapter 61 of the TRPA Code of Ordinances addresses vegetation management and forest health. Staff will present a short overview of the Committee's approved revisions to Prescribed Fire section of the code from September, and a discussion regarding potential approach to changes to Section 61.1. Tree Removal. Staff will then present proposed code language for the Prescribed Fire and Tree Removal Sections for final recommendation by the Forest Health and Wildfire Committee.

Requested Motion:

A motion to approve the proposed code language for Prescribed Fire and Tree Removal Sections of Chapter 61: Vegetation Management and Forest Health.

Previously Approved Direction for Updates to Section 61.2. (Prescribed Fire):

During the Forest Health and Wildfire Committee's September 2019 meeting, the Committee approved proposed direction to update Section 61.2. concerning Prescribed Fire. These edits focused primarily on developing a user-friendly code. Approved recommendations included:

1. Relying on partner agency MOU's with the TRPA
2. Deleting line 61.2.5.B.7.
3. Deleting Section 61.2.3.B.1-5. Limitations

Proposed Revisions to Section 61.1. (Tree Removal):

Most forests within the Lake Tahoe Basin are overly dense from decades of fire suppression and historic patterns of timber harvest. Dense, even aged forests are at greater risk from insects and disease, drought, and potential catastrophic wildfire. Thinning and tree removal within dense forests can increase structural heterogeneity and complexity, increase habitat diversity, and make forests more resilient to disturbance. Additionally, tree removal allows for critical protection of homes, infrastructure, and fire fighter safety, while allowing for the potential reintroduction of fire post-treatment.

Many TRPA partner agencies have MOUs that exempt or qualify exempt various tree removal activities. With this in mind, the proposed tree removal code update will aim to streamline the code to facilitate user efficiency while ensuring TRPA requirements are met. The proposed revisions focus on:

1. Moving sections that reference protections to a more logical section of Chapter 61.
2. Refining code language to reflect recommendations from partner land management and regulatory agencies that focus on current practices and increased pace and scale of forest restoration.
3. Reorganizing Section 61.1. Tree Removal to a facilitate a logical flow.

Contact Information:

For questions regarding this agenda item, please contact Kathleen McIntyre, at (775) 589-5268 or [kmcintyre@trpa.org](mailto:kmcintyre@trpa.org).





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## STAFF REPORT

Date: November 13, 2019

To: TRPA Operations and Governance Committee

From: TRPA Staff

Subject: Information briefing on annual CPI adjustment (3% this year) to the TRPA Application Filing Fee Schedule

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### Summary and Staff Recommendation:

In January the Tahoe Regional Planning Agency will be increasing the application filing fee schedule based on the Consumer Price Index (CPI). The increase was included in the approved fiscal year 2019/2020 budget. This item is for informational purposes and no action is required.

### Proposed changes:

The Tahoe Regional Planning Agency will be increasing the application filing fee schedule by 3%, based on the Consumer Price Index (CPI) from the Bureau of Labor Statistics for the San Francisco Region. On November 7<sup>th</sup>, 2018 the Tahoe Regional Planning Agency Governing Board approved an increase to the filing fee schedule. The Governing Board also established a policy of annually adjusting the filing fee schedule for inflation. On June 26<sup>th</sup>, 2019 the Governing Board approved the fiscal year 2019/2020 budget, which included this year's filing fee increase. This proposal does not include Aquatic Invasive Species or Shoreline fees approved by the Governing Board in separate actions. The adjustments to the Application Filing Fee Schedule would take effect on January 28<sup>th</sup>, 2020. All adjustments will round to the nearest dollar. For affordable housing projects that include bonus units the application fee will still be waived.

### Contact Information:

For questions regarding this information item, please contact Chris Keillor (775)589-5222 [CKeillor@trpa.org](mailto:CKeillor@trpa.org), or Aly Borawski (775) 589-5229 [aborawski@trpa.org](mailto:aborawski@trpa.org).

### Attachment:

A. Revised Filing Fee Schedule

Attachment A

Revised Filing Fee Schedule

<b>FEE MULTIPLIERS</b>	
<b>Level of Review</b>	<b>Multipliers</b>
Staff Level Review	1.00
Hearings Officer Review	1.40
Governing Board Review	1.80
<b>Plan Revisions</b>	
Minor – A non-substantive change to a permitted project. A project that will not cause changes to any TRPA permit conditions, does not require new field review by TRPA staff, does not require a public hearing, and does not involve any modifications to building size, shape, land coverage, location, or scenic rating score.	0.4
Major – A substantial change that does not significantly exceed the original scope of the project. Revisions that significantly exceed the original scope of a project, or which require a public hearing, shall be treated as new or modified projects, as the case may be.	0.7
<b>Special Planning Areas</b>	
For projects located in an adopted community plan area, or subject to an adopted redevelopment, specific, or master plan.	1.25
<b>** Sample Calculation **</b>	
For a project with a base fee of \$1,000, which requires Hearings Officer review, which is a major plan revision to an active TRPA permit for new construction, which is located in an adopted community plan area, which includes new, visible, construction in the Shoreland:	$\$1,000 \times 1.40 \times 0.70 \times 1.25 + \$536$ $= \underline{\$1761}$

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW CONSTRUCTION</b>						
1.	Single Family Dwelling, Summer Home, Secondary Residence, one Mobile Home Dwelling, and one Employee Housing unit	\$1.30 per sq. ft of floor area covered by roof (fee waived with projects using a bonus unit), \$650 minimum	\$1.34 per sq. ft of floor area covered by roof (fee waived with projects using a bonus unit), \$670 minimum	\$536	\$129	\$117
2.	Multiple Family Dwelling, Multiple Person Dwelling, Nursing and Personal Care, Residential Care, more than one Employee Housing unit, more than one Mobile Home Dwelling	\$2860 + \$52 per unit (fee waived with projects using bonus units or affordable housing)	\$2946 + \$54 per unit (fee waived with projects using bonus units or affordable housing)	\$536	\$129	\$117
<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
3.	Single Family Dwelling, Summer Home, Secondary Residence, one Mobile Home Dwelling, and one Employee Housing unit	\$1.43 per sq. ft of modified/new floor area covered by roof, \$500 minimum	\$1.47 per sq. ft of modified/new floor area covered by roof, \$515 minimum	\$536	\$129	\$117
4.	Multiple Family Dwelling, Multiple Person Dwelling, Nursing and Personal Care, Residential Care, more than one Employee Housing unit, more than one Mobile Home Dwelling	\$1560 + \$52 per unit (fee waived with projects using bonus units or affordable housing)	\$1607 + \$54 per unit (fee waived with projects using bonus units or affordable housing)	\$536	\$129	\$117
<b>CHANGES OF USE AND OTHER ACTIVITIES (No construction)</b>						
5.	Domestic Animal Raising	\$273	\$281	N/A	N/A	\$117
6.	On-Site Election of Conversion of Use to Residential (Section 51.9, TRPA Code)	\$455 per unit	\$469 per unit	N/A	N/A	\$117
7.	Change from an Existing Residential Use to Another Residential Use	\$520 per unit	\$536 per unit	N/A	N/A	\$117
8.	Mixed Use Projects	Use new construction fees for each use type	Use new construction fees for each use type	N/A	N/A	\$117
9.	Driveway Paving	\$194	\$200	N/A	N/A	\$117
10.	Other	\$650	\$670	N/A	\$129	\$117

SCHEDULE "A" - RESIDENTIAL

	Fee Category	Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>	
<b>SCHEDULE "B" - TOURIST ACCOMMODATION</b>	<b>NEW CONSTRUCTION</b>						
	11.	Hotel, Motel and Other Transient Units, Bed and Breakfast Facilities, Time Sharing (Hotel/Motel Design), and Time Sharing (Residential Design)	\$2184 + \$39 per unit	\$2250 + \$40 per unit	\$536	\$129	\$117
	<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
	12.	Hotel, Motel and Other Transient Units, Bed and Breakfast Facilities, Time Sharing (Hotel/Motel Design), and Time Sharing (Residential Design)	\$2184 + \$39 per unit	\$2250 + \$40 per unit	\$536	\$129	\$117
	<b>CHANGES OF USE AND OTHER ACTIVITIES (No construction)</b>						
	13.	On-Site Election of Conversion of Use to Tourist Accommodation (Section 50.9, TRPA Code)	\$455 per unit	\$469 per unit	N/A	N/A	\$117
	14.	Change from an Existing Tourist Accommodation Use to Another Tourist Accommodation Use	\$455 per unit	\$469 per unit	N/A	N/A	\$117
	15.	Mixed Use Projects	Use new construction fees for each use type	Use new construction fees for each use type	N/A	N/A	\$117
	16.	Other	\$1,300	\$1,339	N/A	\$129	\$117

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
17.	All uses listed under "Commercial" in Section III, Table of Primary Uses, Section 21.4 of the TRPA Code	\$4 per sq. foot	\$4.12 per sq. foot	\$536	\$129	\$117
<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
18.	All uses listed under "Commercial" in Section III, Table of Primary Uses, Section 21.4 of the TRPA Code	\$4 per sq. foot	\$4.12 per sq. foot	\$536	\$129	\$117
<b>CHANGES IN USE AND OTHER ACTIVITIES (No construction)</b>						
19.	On-Site Election of Conversion of Use to Commercial (Section 50.9, TRPA Code)	\$4 per sq. foot	\$4.12 per sq. foot	N/A	N/A	\$117
20.	Change from an Existing Commercial Use to Another Commercial Use	\$4 per sq. foot	\$4.12 per sq. foot	N/A	N/A	\$117
21.	Mixed Use Projects	Use new construction fees for each use type	Use new construction fees for each use type	N/A	N/A	\$117
22.	Special Project Allocation	\$2,913	\$3,000	N/A	N/A	\$117
23.	Other	\$1,300	\$1,339	\$536	\$129	\$117

SCHEDULE "C" - COMMERCIAL

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
24.	Airfields, Landing Strips and Heliports, Power Generating, Collection Stations, Public Utility Centers, Local Public Health and Safety Facilities, Regional Public Health and Safety Facilities, Government Offices, Local Post Office, Hospitals	\$3000 min. fee, deposit account	\$3090 min. fee, deposit account	\$536	\$129	\$117
25.	Day Care Centers/Pre-Schools, Schools – College, Schools – Kindergarten Through Secondary, Threshold Related Research Facilities, Local Assembly and Entertainment, Public Owned Assembly and Entertainment	\$2500 min. fee, deposit account	\$2575 min. fee, deposit account	\$536	\$129	\$117
26.	Membership Organizations, Cemeteries, Churches, Cultural Facilities, Social Service Organizations	\$2000 min. fee, deposit account	\$2060 min. fee, deposit account	\$536	\$129	\$117
27.	All Linear Public Facilities Listed in Section IV.B, Table of Primary Uses, Section 21.4 of the TRPA Code	\$1800 min. fee, deposit account	\$1854 min. fee, deposit account	\$536	\$129	\$117
<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
28.	Airfields, Landing Strips and Heliports, etc. (see list above).	\$2800 min. fee, deposit account	\$2884 min. fee, deposit account	\$536	\$129	\$117
29.	Day Care Centers/Pre-Schools, etc. (see list above)	\$2300 min. fee, deposit account	\$2369 min. fee, deposit account	\$536	\$129	\$117
30.	Membership Organizations, etc., (see list above)	\$1800 min. fee, deposit account	\$1854 min. fee, deposit account	\$536	\$129	\$117
31.	Linear Public Facilities, etc. (see list above)	\$1500 min. fee, deposit account	\$1545 min. fee, deposit account	\$536	\$129	\$117
32.	Conversion of Non-Public Service Use to a Public Service Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
33.	Change from an Existing Public Service Use to Another Public Service Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
34.	Mixed Use Projects	Use new construction fees for each use type	Use new construction fees for each use type	N/A	N/A	\$117
35.	Other	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	\$536	\$129	\$117

SCHEDULE "D" - PUBLIC SERVICE

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
36.	Outdoor Recreation Concessions, Participant Sports Facilities, Day Use Areas, Rural Sports, Sport Assembly, Recreation Centers, Recreational Vehicle Parks, Developed Campgrounds, Undeveloped Campgrounds, Visitor Information Centers	\$5000 min. fee, deposit account	\$5150 min. fee, deposit account	\$536	\$129	\$117
37.	Group Facilities	\$2500 min. + \$52 per new unit fee, deposit account	\$2575 min. + \$54 per new unit fee, deposit account	\$536	\$129	\$117
38.	Downhill Ski Facilities, Snowmobile Courses, Off-Road Vehicle Courses, Cross-Country Ski Courses, Golf Courses	\$5000 min. fee, deposit account	\$5150 min. fee, deposit account	\$536	\$129	\$117
39.	Beach Recreation, Boat Launching Facilities, Marinas	See Schedule G	See Schedule G	N/A	\$129	\$117
<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
40.	Outdoor Recreation Concessions, Participant Sports Facilities, Day Use Areas, Rural Sports, Sport Assembly, Recreation Centers, Recreational Vehicle Parks, Developed Campgrounds, Undeveloped Campgrounds, Visitor Information Centers	\$4000 min. fee, deposit account	\$4120 min. fee, deposit account	\$536	\$129	\$117
41.	Group Facilities	\$1200 min. + \$52 per modified unit, fee, deposit account	\$1236 min. + \$54 per modified unit, fee, deposit account	\$536	\$129	\$117
42.	Downhill Ski Facilities, Snowmobile Courses, Off-Road Vehicle Courses, Cross-Country Ski Courses, Golf Courses	\$4000 min. fee, deposit account	\$4120 min. fee, deposit account	\$536	\$129	\$117
43.	Beach Recreation, Boat Launching Facilities, Marinas	See Schedule G	See Schedule G	N/A	\$129	\$117
44.	Conversion of Non-Recreation Use to a Recreation Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117

SCHEDULE "E" - RECREATION



	<b>Fee Category</b>	<b>Old Base Fee</b>	<b>New Base Fee</b>	<b>Shoreland Scenic Review Fee (old \$520)</b>	<b>BMP Fee (old \$125)</b>	<b>IT Surcharge (old \$114) <sup>2</sup></b>
45.	Change from an Existing Recreation Use to Another Recreation Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
46.	Mixed Use Projects	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
47.	Other	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	\$536	\$129	\$117

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
48.	All uses listed under "Resource Management" in Section VI, Table of Primary Uses, Section 21.4 of the TRPA Code	\$2000 min. fee, deposit account	\$2060 min. fee, deposit account	\$536	\$129	\$117
49.	Tree Removal	\$69 min. + \$69 per hour	\$71 min. + \$71 per hour	\$536	N/A	N/A
<b>ADDITIONS AND OTHER CONSTRUCTION MODIFICATIONS TO EXISTING STRUCTURES/FACILITIES</b>						
50.	All uses listed under "Resource Management" in Section VI, Table of Primary Uses, Section 21.4 of the TRPA Code	\$1500 min. fee, deposit account	\$1545 min. fee, deposit account	\$536	\$129	\$117
<b>CHANGES IN USE AND OTHER ACTIVITIES (No construction)</b>						
51.	Conversion of a Non-Recreation Use to a Recreation Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
52.	Change from an Existing Recreation Use to Another Recreation Use	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	N/A	N/A	\$117
53.	Other	\$1000 min. fee, deposit account	\$1030 min. fee, deposit account	\$536	\$129	\$117

SCHEDULE "F" - RESOURCE MGMT.

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW ACTIVITIES OR CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
54.	Beach Recreation (Dispersed), Water Oriented Recreational (Dispersed) Uses, Scientific Study Uses	\$500 min. fee, deposit account	\$515 min. fee, deposit account	\$536	\$129	\$117
55.	Commercial Boating, Construction Equipment Operation, Construction Equipment Storage, Safety and Navigation, Salvage Operations, Water Borne Transit, Water Oriented Outdoor Recreation Concessions, Environmental Improvement, Water Supply (Intake Line), Water-Oriented Public Service, Water-Oriented Scientific Study, Charter Boat, Water Taxi	\$3500 min. fee, deposit account	\$3605 min. fee, deposit account	\$536	\$129	\$117
56.	Boat Launching Facilities, Marinas, Tour Boat Operation, Beach Recreation (Intensive)	\$5000 min. fee, deposit account	\$5150 min. fee, deposit account	\$536	\$129	\$117
<b>ADDITIONS AND OTHER MODIFICATIONS TO EXISTING STRUCTURES, FACILITIES, OR ACTIVITIES</b>						
57.	Beach Recreation, Water Oriented Recreational (Dispersed) Uses, Scientific Study Uses	\$400 min. fee, deposit account	\$412 min. fee, deposit account	\$536	\$129	\$117
58.	Commercial Boating, Construction Equipment Operation, Construction Equipment Storage, Safety and Navigation, Salvage Operations, Water Borne Transit, Water Oriented Outdoor Recreation Concessions, Environmental Improvement, Water Supply (Intake Line), Water-Oriented Public Service, Water-Oriented Scientific Study, Charter Boat, Water Taxi	\$2800 min. fee, deposit account	\$2884 min. fee, deposit account	\$536	\$129	\$117
59.	Boat Launching Facilities, Marinas, Tour Boat Operation, Beach Recreation (Intensive)	\$4000 min. fee, deposit account	\$4120 min. fee, deposit account	\$536	\$129	\$117
60.	Other	\$1500 min. fee, deposit account	\$1545 min. fee, deposit account	\$536	\$129	\$117

SCHEDULE "G" - SHORELINE, PRIMARY USES (§ 81.4, TRPA CODE)

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
<b>NEW ACTIVITIES OR CONSTRUCTION (Including tear-down, replacement, or modifications affecting 50-percent or more of an existing structure/facility)</b>						
61.	Fences (below high waterline), Scientific Research Structures, Preliminary Pier Application <sup>[1]</sup> (Per Subsection 82.4, TRPA Code)	\$600 min. fee, deposit account	\$618 min. fee, deposit account	\$536	N/A	\$117
62.A	Buoys, Floating Platforms	\$650 per Buoy or Floating Platform (for first 3) plus \$325 per additional Buoy or Floating Platform	\$670 per Buoy or Floating Platform (for first 3) plus \$335 per additional Buoy or Floating Platform	\$536 (3 or fewer buoys are exempt)	\$129	\$117
62.B	Recognition of Existing Buoys	\$59	\$61	N/A	N/A	N/A
63.	Piers, Water Intake Lines	\$5000 min. fee, deposit account	\$5150 min. fee, deposit account	\$536	\$129	\$117
64.	Boat Ramps, Breakwaters or Jetties, Shoreline Protective Structures	\$5000 min. fee, deposit account	\$5150 min. fee, deposit account	\$536	\$129	\$117
<b>ADDITIONS AND OTHER MODIFICATIONS TO EXISTING STRUCTURES, FACILITIES, OR ACTIVITIES</b>						
65.	Fences (below high waterline), Scientific Research Structures	\$480 min. fee, deposit account	\$494 min. fee, deposit account	\$536	N/A	\$117
66.	Buoys, Floating Platforms	\$520 per Buoy or Floating Platform (for first 3) plus \$260 per additional Buoy or Floating Platform	\$536 per Buoy or Floating Platform (for first 3) plus \$268 per additional Buoy or Floating Platform	\$536 (3 or fewer buoys are exempt)	\$129	\$117
67.	Piers, Water Intake Lines	\$2500 min. fee, deposit account	\$2575 min. fee, deposit account	\$536	\$129	\$117
68.	Boat Ramps, Breakwaters or Jetties, Shoreline Protective Structures	\$2500 min. fee, deposit account	\$2575 min. fee, deposit account	\$536	\$129	\$117
<b>OTHER</b>						
69.	Dredging & Filling	\$4000 min. fee, deposit account	\$4120 min. fee, deposit account	\$536	\$129	\$117
70.	Shoreland Scenic Assessment – Baseline, Development Review, and Banking, Shorezone Character Type Verification/Challenges	\$400 min. fee, deposit account	\$412 min. fee, deposit account		N/A	\$117
71.	Transfer of Shoreland Scenic Credit, Shorezone Structure Transfers	\$515 min. fee, deposit account	\$530 min. fee, deposit account	\$536	N/A	\$117
72.	Other	\$1200 min. fee, deposit account	\$1236 min. fee, deposit account	\$536	\$129	\$117

SCHEDULE "H" - SHOREZONE, ACCESSORY USES (§ 81.3, TRPA CODE)

<sup>1</sup> Preliminary Pier Application fees apply toward Fee 63 for those selected for a new pier pursuant to Subsection 82.4, TRPA Code

				Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
		Fee Category	Old Base Fee	New Base Fee		
<b>INDIVIDUAL PARCEL EVALUATION SYSTEM (IPES)</b>						
73.	Appeal of IPES Scores	\$1141 min. fee, plus \$2500 deposit account to cover actual costs for Evaluation Team per Subsection 53.3.3, TRPA Code	\$1175 min. fee, plus \$2575 deposit account to cover actual costs for Evaluation Team per Subsection 53.3.3, TRPA Code	N/A	N/A	\$117
74.	Allowable Land Coverage Determination	\$540 min. fee, deposit account	\$556 min. fee, deposit account	N/A	N/A	\$117
75.	Different IPES Building Site	\$468	\$482	N/A	N/A	\$117
76.	Initial IPES Evaluation	\$861 min. fee, deposit account	\$887 min. fee, deposit account	N/A	N/A	\$117
77.	Limited Incentive Program	\$347	\$357	N/A	N/A	\$117
78.	Re-evaluation IPES (Access/Utility Connection)	\$647	\$666	N/A	N/A	\$117
<b>LAND CAPABILITY</b>						
79.	Land Capability Challenge	\$1468 min. fee, plus \$2500 deposit account to cover actual costs for Team of Experts per Subsection 30.3.4, TRPA Code	\$1512 min. fee, plus \$2575 deposit account to cover actual costs for Team of Experts per Subsection 30.3.4, TRPA Code	N/A	N/A	\$117
80.	Land Capability Verification	\$534 min. fee, deposit account	\$550 min. fee, deposit account	N/A	N/A	\$117
81.	Site Assessment - Complete	\$500 min. fee, deposit account	\$515 min. fee, deposit account	N/A	N/A	\$117
82.	Site Assessment - Partial	\$400 min. fee, deposit account	\$412 min. fee, deposit account	N/A	N/A	\$117
83.	Soils/Hydrology Investigations	\$487 min. fee, deposit account	\$502 min. fee, deposit account	N/A	N/A	\$117
84.	Shorezone Tolerance District Verification (<100 feet)	\$192	\$198	N/A	N/A	\$117
85.	Shorezone Tolerance District Verification (>100 feet)	\$148 min. fee, deposit account	\$152 min. fee, deposit account	N/A	N/A	\$117
86.	Additional Plan Sheet Stamping	\$1.30 per sheet	\$1.34 per sheet	N/A	N/A	N/A
87.	Amendment to Code of Ordinances	\$2570 min. fee, deposit account	\$2647 min. fee, deposit account	N/A	N/A	\$117
88.	Amendment to Goals and Policies	\$2570 min. fee, deposit account	\$2647 min. fee, deposit account	N/A	N/A	\$117
89.	Amendment to Plan Area Statement	\$2570 min. fee, deposit account	\$2647 min. fee, deposit account	N/A	N/A	\$117
90.	Amendment to Rules of Procedure	\$1696 min. fee, deposit account	\$1747 min. fee, deposit account	N/A	N/A	\$117

SCHEDULE "I" - IPES, LAND CAPABILITY

Fee Category		Old Base Fee	New Base Fee	Shoreland Scenic Review Fee (old \$520)	BMP Fee (old \$125)	IT Surcharge (old \$114) <sup>2</sup>
91.	Amendment – Other Regional Plan	\$2570 min. fee, deposit account	\$2647 min. fee, deposit account	N/A	N/A	\$117
92.	Appeal of Executive Director Decision	\$963	\$992	N/A	N/A	\$117
93.	Appeal of Local Government Decision Pursuant to Area Plan MOU	\$1,300	\$1,339	N/A	N/A	\$117
94.	Banking of Verified Land Coverage, Unit of Use, and Conversion of Development Rights	\$296	\$305	N/A	N/A	\$117
95.	Conversions of Use	Use Schedules A through I	Use Schedules A through I	N/A	N/A	\$117
96.	Construction Schedule Extension (Non Residential)	\$192	\$198	N/A	N/A	N/A
97.	Construction Schedule Extension (Residential)	\$78	\$80	N/A	N/A	N/A
98.	Coverage Verification (<1 acre)	\$688	\$709	N/A	N/A	\$117
99.	Coverage Verification (>1 acre)	\$529 min. fee, deposit account	\$709 min. fee, deposit account	N/A	N/A	\$117
100.	Environmental Assessment	\$3706 min. fee, deposit account	\$3817 min. fee, deposit account	N/A	N/A	\$117
101.	Environmental Impact Statement	\$7412 min. fee, deposit account	\$7634 min. fee, deposit account	N/A	N/A	\$117
102.	Grading	\$413 deposit account	\$425 deposit account	N/A	N/A	\$117
103.	Historic Determination (Chapter 67)	\$1,073	\$1,105	N/A	N/A	\$117
104.	Left Blank Intentionally	N/A	N/A	N/A	N/A	N/A
105.	Linked Project Status Determination	\$577	\$594	N/A	N/A	\$117
106.	Lot Line Adjustment	\$1248 (2 lots) + \$130 per additional lot	\$1285 (2 lots) + \$134 per additional lot	N/A	N/A	\$117
107.	Master Plan	\$7412 min. fee, deposit account	\$7634 min. fee, deposit account	N/A	N/A	\$117
108.A	Qualified Exempt (structural addition/modification)	\$177	\$182	N/A	N/A	N/A
108.B	Qualified Exempt (shorezone structures per Section 83.6, TRPA Code)	\$300	\$309	N/A	N/A	N/A
109.	Security Administration	\$200	\$206	N/A	N/A	N/A
110.	Left Blank Intentionally	N/A	N/A	N/A	N/A	N/A
111.	Additional Inspection	\$116	\$119	N/A	N/A	N/A
112.	Signs – New, Modified, or Plan Revision	\$320 + \$130 per additional sign	\$330 + \$134 per additional sign	N/A	N/A	\$117

SCHEDULE "J" - GENERAL

	<b>Fee Category</b>	<b>Old Base Fee</b>	<b>New Base Fee</b>	<b>Shoreland Scenic Review Fee (old \$520)</b>	<b>BMP Fee (old \$125)</b>	<b>IT Surcharge (old \$114) <sup>2</sup></b>
113.	Storage Tanks, Underground (new or Modification)	\$395 + \$325 per additional tank	\$407 + \$335 per additional tank	N/A	N/A	\$117
114.	Subdivisions of Existing Structures	\$924 + \$39 per new lot created	\$952 + \$40 per new lot created	N/A	N/A	\$117
115.	Subdivisions for Cemetery Lots	\$577	\$594	N/A	N/A	\$117
116.	Subdivision for Conveyance to Public Entity, or Court-Ordered Litigation	\$482 + \$26 per new lot created	\$496 + \$27 per new lot created	N/A	N/A	\$117
117.	Subdivision, Re-Subdivision (Excluding Lot Line Adjustments)	\$1183 + \$52 per new lot created	\$1218 + \$54 per new lot created	N/A	N/A	\$117
118.	Temporary Events/Activities (Chapter 2, Code)	\$854	\$880	N/A	N/A	\$117
119.	Temporary Uses/Structures (Chapter 22, Code)	\$896	\$923	N/A	N/A	\$117
120.	Traffic Analysis – If required in TRPA Code	\$143	\$147	N/A	N/A	\$117
121.	Transfer - Allocation	\$689 per allocation	\$710 per allocation	N/A	N/A	\$117
122.	Left Blank Intentionally	N/A	N/A	N/A	N/A	N/A
123.	Transfer – Land Coverage	\$689	\$710	N/A	N/A	\$117
124.	Transfer – Development Right	\$689	\$710	N/A	N/A	\$117
125.	Transfer – Verified Unit of Use	\$689	\$710	N/A	N/A	\$117
126.	Use Verifications	\$936 per Chapter 18 use definition	\$964 per Chapter 18 use definition	N/A	N/A	\$117
127.	Residential Allocation Monitoring Fee	\$130	\$134	N/A	N/A	N/A
128.	Individual Parcel Evaluation System Limited Incentive Program	\$874 per point	\$900 per point	N/A	N/A	\$117
129.	Violations	2 x application fee, plus fines (if any)	No change	N/A	N/A	\$117
130.	All Other Matters (Including Pre-application Consultations by Appointment)	\$424 min. fee, deposit account	\$437 min. fee, deposit account	N/A	N/A	\$117

<sup>2</sup> IT Surcharges were cleaned up for consistency. The changes are summarized below:

1. Decreasing the IT Surcharge from \$7 to \$0 for fee 62.B.
2. Decreasing the IT Surcharge from \$364 to \$117 for fees 100, 101, and 107.
3. Increasing the IT Surcharge from \$88 to \$117 for fees 80, 81, 82, and 121.

EXEMPT MOUs	AMOUNT
Charter Communications	\$ 920.00
Douglas County Sewer Improvement District	\$ 920.00
Fulton Water Company	\$ 920.00
Lukins Brothers Water Company	\$ 920.00
Kingsbury General Improvement District	\$ 920.00
Nevada Bell/SBC Communications	\$ 920.00
Tahoe-Douglas Sewer District	\$ 920.00
Tahoe Park Water Company	\$ 920.00
Tahoe Truckee Unified School District	\$ 920.00
Frontier (Formerly Verizon)	\$ 920.00
Roundhill General Improvement District	\$ 920.00
Agate Bay Water Company	\$ 920.00
Tahoe Swiss Village Utility, Inc.	\$ 920.00
Ward Well Water	\$ 920.00
McKinney Water District	\$ 920.00
North Tahoe PUD	\$ 2,060.00
Pacific Bell Telephone Company dba AT&T California	\$ 2,060.00
Incline Village General Improvement District	\$ 4,120.00
South Tahoe Public Utility District	\$ 4,120.00
Tahoe City PUD	\$ 4,120.00
Sierra Pacific Power Company dba NV Energy	\$ 6,180.00
Southwest Gas Corporation	\$ 6,180.00
Liberty Energy	\$ 6,180.00
<b>No Change to Exempt MOUs</b>	



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**STAFF REPORT**

Date: November 13, 2019

To: Environmental Improvement, Transportation, & Public Outreach Committee

From: TRPA Staff

Subject: Linking Tahoe: Regional Transportation Plan 2045 Update – Transit Discussion

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**Summary and Staff Recommendation:**

This item is for informational purposes and may result in direction to staff.

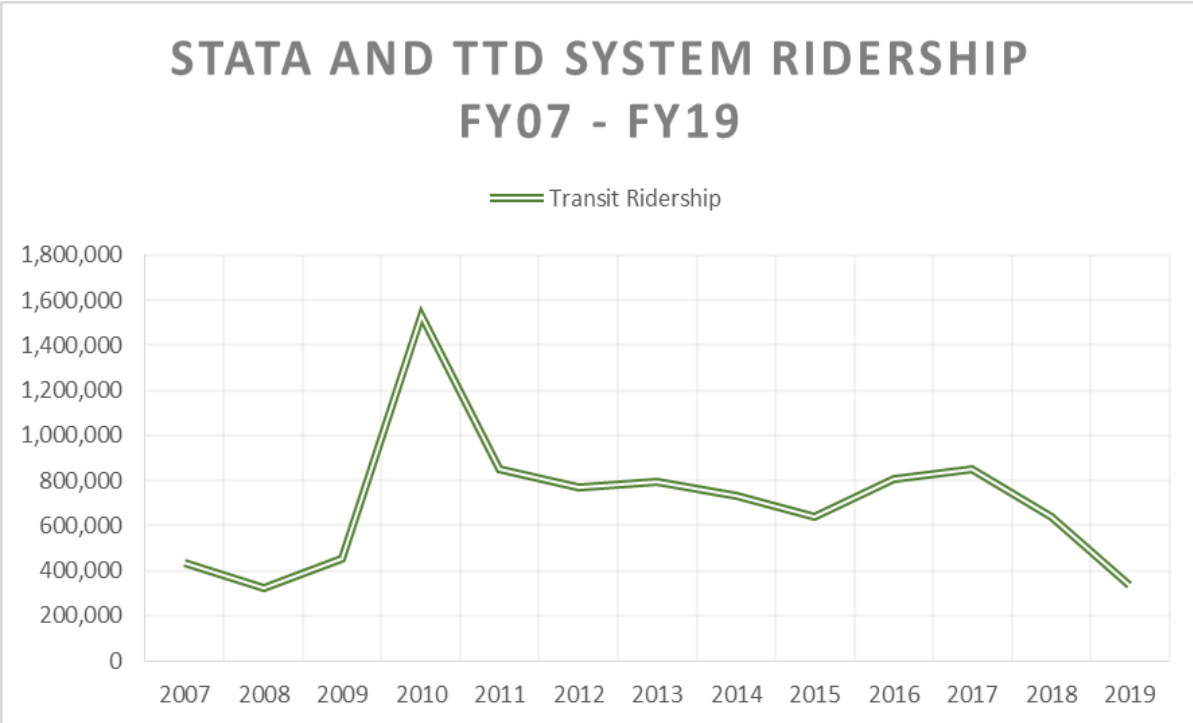
**Background:**

Staff presented an overview and schedule for the development of the 2020 Linking Tahoe: Regional Transportation Plan (RTP) including proposed outreach strategies, plan structure, and document development and approval process at the September 2019 Tahoe Regional Planning Agency (TRPA) Governing Board meeting. Staff confirmed the Environmental Improvement, Public Outreach, and Transportation Committee would serve as the steering committee for the 2020 RTP, and there would also be frequent check-ins with the Governing Board. The current RTP update will include alignment on a public transit vision, and generating funding for improvements in the RTP, among other refinements.

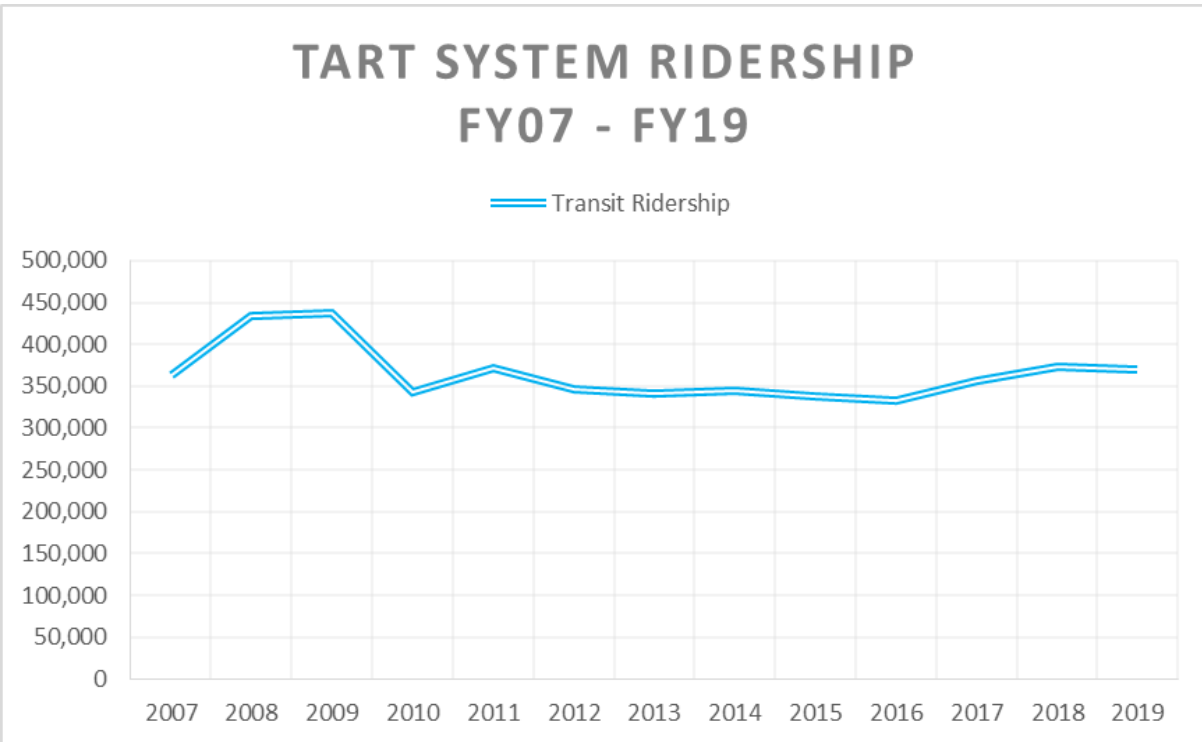
The 2017 Linking Tahoe: Regional Transportation Plan focused on a multimodal network of transportation options which included strategies for reducing the dependency on the automobile and improving non-auto mode share using transit, trails and technology. Since the 2017 Plan was completed large gains in closing trail gaps and creating new travel options have occurred.

Lake Tahoe’s long-standing transportation policy direction has been clear, while agreement around the solutions has morphed over time. As the region faces visitation growth from the growing drive-up markets, the solution is to look to multiple modes of transportation. The roadways can only handle so much capacity, the trail system can only accommodate so many users, so the transit systems have become the focus for handling existing and increasing travel demand. Compounding the challenge of focusing on transit is the fact that transit is the most underfunded mode of transportation in Lake Tahoe. While the definition of “transit” continues to evolve with technological advances, it remains clear that more robust (ongoing) and diverse (public & private) sources of funding are necessary to operate and maintain the existing systems as well as explore new solutions. This agenda item focuses on providing a background on public transit at Lake Tahoe and outlines a framework for alignment on improving transit to effectively handle existing demands and those resulting from Lake Tahoe’s growing visitation.

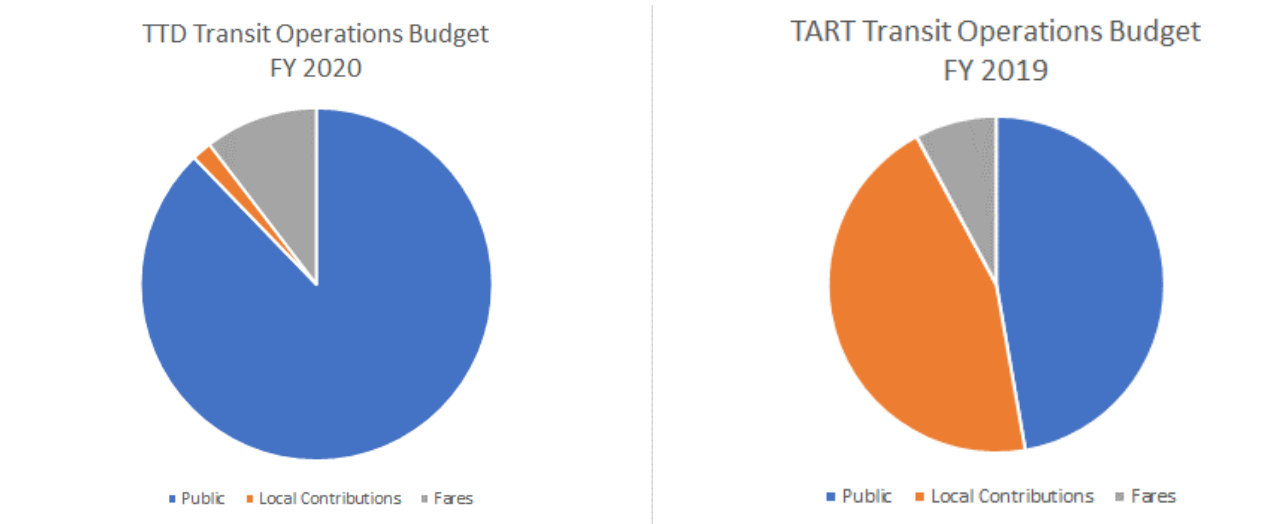
Transit by the Numbers



\*Note that STATA operated the transit system for the south shore until 2010. TTD assumed operations in 2010.



Budget Breakdown by funding sources of each system



Tahoe Truckee Area Regional Transit

Tahoe Truckee Area Regional Transit (TART), operated by Placer County, provides transit service in the north shore and Truckee area. TART service is limited to the main highways in the Lake Tahoe Basin (Highways 28, 89 & 267) and connects with Truckee to form what is known as the “Resort Triangle”. Recent increases to TART service frequency have resulted in ridership gains. In 2018, TART also increased ADA paratransit services to provide daily trips between North Tahoe and Truckee and has seen paratransit use increase tenfold from the previous year. The TART service has benefited from private/public funding coordinated by Placer County and the Truckee – North Tahoe Transportation Management Association (TNT-TMA). Placer County is currently moving forward with a proposal for free to the user transit as early as this Winter. All of these improvements are identified in the TART Systems Plan and 2017 RTP.

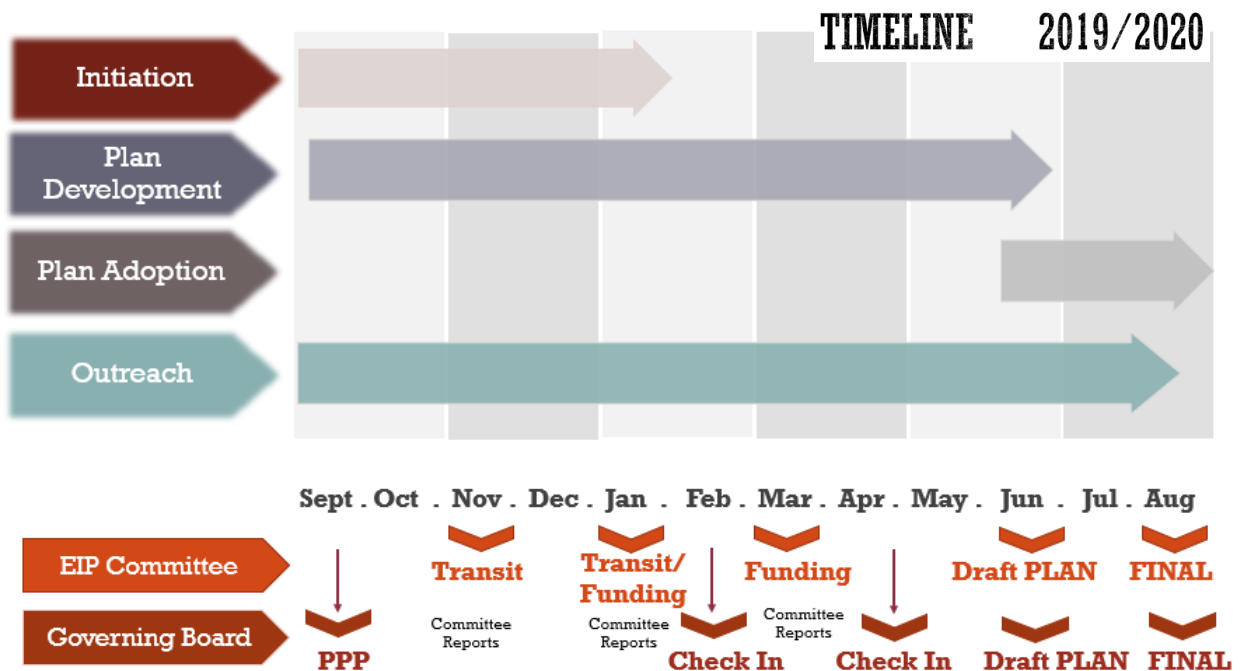
Tahoe Transportation District (TTD) Transit

The Tahoe Transportation District (TTD) operates transit serving the south shore, Kingsbury Grade, and with connections to Carson City via Minden and Gardnerville. TTD also operates the popular East Shore Express which is a seasonal connection to Sand Harbor and the East Shore Trail from Incline Village. TTD’s paratransit services complement the fixed route services and provide origin to destination mobility options for seniors, disabled, Medicare cardholders, and veterans with a service-connected disability. TTD’s services are funded primarily by federal funds leveraged with Transportation Development Credits from California and limited local dollars. Without additional investment from other sources, TTD’s budget limitations render TTD unable to keep up with rising operating costs to provide transit and replace an aging bus fleet. This budget limitation has led to the realignment of TTD services to focus on serving critical routes and transit dependent riders. TTD also has a short-range transit plan, and a long-range regional transit plan that lay out service expansion to serve both the workforce and visitors.

Transit Planning and Coordination

Transit played a significant role in the previous RTP achieving reductions in greenhouse gas emissions for the Tahoe Basin as well as gains in non-auto travel mode share. However, there is a need to focus on specifically what the future of transit will be, considering the gains and declines since the adoption of the last plan. Staff will present a proposal that layers transit services, starting with a foundation layer or package of basic services and adding layers or packages of services that will provide new travel options early next year. Analysis to inform these options will include mapping resident home and work patterns and resident and visitor recreation travel to understand what is needed in our more congested times. The analysis will inform the potential for transit contribution to reducing auto use. Coordination of private and public systems will be explored to help identify how public transit and private providers can work together to reduce vehicle miles traveled. New technologies (e.g. app-based ride hailing) and new services (e.g. e-scooters and e-bikes) will provide opportunities and may create challenges for the region. These innovative services will be evaluated with an emphasis on integration with existing services to expand the reach of transit to more areas and users.

In January, working with the transit operators and engaging with the private sector, staff will bring forward for the Committee’s consideration logical transit packages for inclusion in the RTP update. These packages will build on one another so that basic services are first provided to those who need them most, then scaling up service packages to capture choice riders, including the everyday local and recreation travelers, in order to provide a seamless transportation system that serves all user groups with a suite of travel options. These packages will form the basis for transitioning to a discussion on developing new sustainable funding to implement the packages of transit improvements identified.



Contact Information:

For questions regarding this agenda item, please contact Michelle Glickert, Transportation Program Manager, at 775.589.5204 or [mglickert@trpa.org](mailto:mglickert@trpa.org).

## STAFF REPORT

Date: November 13, 2019

To: TRPA Local Government & Housing Committee

From: TRPA Staff

Subject: Discussion and Possible Direction Regarding Housing Program Work Plan

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Summary and Staff Recommendation:

Staff recommends that the Local Government and Housing Committee (LGHC) discuss and provide direction on the Housing Program Work Plan.

Required Motion:

In order to approve the Work Program, the Committee must make the following motion, based on the staff report:

- 1) A motion to approve the Work Program.

A simple majority of the quorum of the Committee is needed to pass the motion.

Background:

The Tahoe Prosperity Center and the Mountain Housing Council have completed Housing Needs Assessments that cover the South Shore and the Placer County portion of Tahoe's North Shore. They are now using those assessments as the basis for crafting Housing Action Plans. These plans will outline and prioritize tools that local partners can use as they design local and regional strategies to provide sufficient workforce and local resident housing, either through provision of new housing, or preservation of existing housing stock for the local market. An important aspect of these strategies will be how to ensure that needed housing for the local workforce is not converted into second or vacation homes.

As these discussions begin to take shape, local agencies and partners will need to determine how they work together on a larger strategy of housing provision. At a regional level, there does not yet exist an organization that convenes partners and stakeholder groups from all sides of the Lake to share information and ideas, or to set regional housing goals. The Local Government and Housing Committee is poised to take on such a role.

Based on the needs assessments now available, and in light of the rapidly changing legislative landscape related to housing at the state level, local governments, particularly in California, have a suite of new incentives and also requirements they must consider as they update their Housing Elements and Area Plans, and some of these changes will be coming before the TRPA Governing Board as part of Area Plan updates. Staff has developed a Housing Program Work Plan geared towards informing the board and

stakeholders of the housing needs, possible strategies, and impacts of those strategies. At the same time, staff will work on publicizing existing TRPA incentives for housing. The Work Plan will culminate in a TRPA Housing Program Action Plan. Work would then begin on a second phase, implementation of that action plan.

The attached work plan describes the presentations, work products, and timeline that staff proposes. At the Local Government and Housing Committee meeting, staff will present the work plan, and also identify recent successes of local agencies and organizations, and current activities. Staff looks forward to a robust discussion on topics to be included in the presentations, as well as the timeline, and is open to suggestions.

In preparation for the meeting, staff recommends reviewing the Work Plan as well as sections of the paper, "Regional Approaches to Affordable Housing" (Chapters 1, 2, 3 and 8). The paper is available upon request by e-mail to [kfink@trpa.org](mailto:kfink@trpa.org).

Contact Information:

For questions regarding this agenda item, please contact Karen Fink, at (775) 589-5258 or [kfink@trpa.org](mailto:kfink@trpa.org).

Attachment:

- A. Housing Program Work Plan

Attachment A

Housing Program Work Plan



**TAHOE  
REGIONAL  
PLANNING  
AGENCY**

# **HOUSING PROGRAM WORK PLAN**



**NOVEMBER 7, 2019**



# Introduction

## Housing Program Work Plan

Over the last two years, recognition of a housing crisis in the Tahoe Region has grown. Nearly all local jurisdictions, as well as many other public entities, non-profit organizations and citizen-based groups have initiated steps to tackle different aspects of the problem. The housing problem is complex – there is no single factor that is impeding housing production or preservation. Instead a multitude of factors, such as construction costs, historical zoning practices, tourism pressures, uncertainty in the building process, social perceptions, technology-driven shifts in employment and wages and many other causes layer one on top of the other to drive housing costs up and market delivery of new units down. The Tahoe Regional Planning Agency is committed to partnering in the collaborative effort to unravel these layers, identifying regional gaps, and committing to leadership and participation by the agency in order to further implementation of the Regional Plan.

Two collaborative organizations, the Mountain Housing Council on the North Shore and the Tahoe Prosperity Center on the South Shore have taken the lead in their respective geographic regions to convene partners and pool funding to develop Housing Needs Assessments and Housing Action Plans. With near-term deliverables planned for between October 2019 and June 2020, these reports will provide critical information to decision-makers, such as the specific types and amounts of housing that are lacking in the region. The Housing Action Plans will identify a suite of prioritized strategies for local agencies and organizations to consider. TRPA will engage with the public and its partners on implementation of these strategies.

In the meantime, California has been rapidly approving legislative changes that require local governments to streamline the approval process and lift zoning restrictions on smaller homes and other types of achievable housing. It seems that every few months a new housing bill is signed by the California Governor, and Nevada too has begun enacting housing legislation. Also, local governments on the California side have applied for and received housing planning grants through California’s SB 2 legislation. El Dorado County, the City of South Lake Tahoe, and Placer County are using these funds to study potential changes to their Housing Elements and codes that would allow for more flexibility in constructing accessory dwelling units, streamlining of the development approval process for affordable housing, and providing objective design and development standards. The local jurisdictions will be ready to approve code changes in the Spring of 2020 and may look to TRPA for support in amending Area Plans or in adopting similar policies to provide consistency for project applicants.

At a regional level, there does not yet exist an organization that convenes partners and stakeholder groups from all sides of the Lake to share information and ideas, or to set regional housing goals. Other efforts, such as the Mountain Housing Council, the 9-County Bay Area Region “CASA Commitment”, and the TRPA’s recent Short-Term Rental Neighborhood Compatibility Working Group are successful models of bringing disparate parties to the table to recognize and commit to addressing a problem. The Tahoe Regional Planning Agency Governing Board recently renamed its Local Government Committee the “Local Government and Housing Committee.” This committee is poised to take on such a role.

The goal of this Work Plan is to set out a robust process for informing and engaging TRPA’s Governing Board, partners and the public on current housing issues and potential solutions, followed by implementation of identified strategies resulting from this process (implementation will constitute a second phase). Through the Work Plan, TRPA will highlight the activities of different entities around the Basin in provision of housing, identify gaps, and work with partners to fill those gaps. As housing issues constantly evolve and change, this process will be on-going and iterative. This Work Plan addresses issues which are knowable now, while leaving flexibility for inevitable changes due to economic, technological, political and other shifts. TRPA expects to refine its plans as it continues to expand its understanding.

# Summary

**Element 1 – Overview of Existing Activities.** TRPA staff provided an initial overview of Housing Initiatives in the Basin at the February 2019 Governing Board meeting. Staff will present an update to the Local Government and Housing Committee and TRPA Governing Board, highlighting recent accomplishments by Tahoe Basin entities; a high-level overview of South Shore and North Shore Needs Assessment outcomes; and TRPA’s Work Plan (this document) covering the next seven months. Key outputs of the Work Plan will be to clearly define how TRPA can work collaboratively on housing and broader concerns that affect housing, such as obtaining support for multi-objective achievable housing projects.

Products:

- Local Government Committee Presentation – Housing Work Plan, Overview of Housing Actions in the Basin
- TRPA Governing Board Presentation – Housing Work Plan, Overview of Housing Actions in the Basin
- Approved Housing Work Plan

Timing: November 2019

**Element 2 – Understanding the Causes, Consequences and Solutions.** Launch a series of Governing Board meetings that also serve as public workshops to discuss housing in the regional context. Partner with local organizations such as the Mountain Housing Council, Tahoe Prosperity Center, Saint Joseph Community Land Trust, Tahoe Home Connection, and other groups to highlight our current knowledge of the issues, present existing work on proposed solutions, and to develop appropriate, additional public outreach strategies. Consider bringing in guest speakers or outside groups. Actively engage the public and stakeholders to make sure everyone is operating from a shared base of knowledge, including traditionally hard-to-reach groups. Make workshops available by video on TRPA’s website after the meetings.

Products:

- Full South Shore/North Shore Needs Assessment and Housing Action Plans Presentation
- Mountain Housing Council ADU Policy Paper Presentation
- CA and NV Statewide Legislation Presentation
- Local Government Policy Changes Under Consideration
- Best Practices Presentations (ADUs, FAR/Density, Housing Types, Streamlining, Other Regional Approaches, etc.)



Timing:

January 2020: Needs Assessment and Housing Action Plans Presentation to GB

Mountain Housing Council Presentation of ADU Policy Paper to GB

February 2020: CA and NV Statewide Legislation/Local Government Policy Changes Presentation to GB

Mar – May 2020 Best Practices Presentations to GB

**Element 3 –TRPA Housing Program Action Plan.** As the Housing Action Plans from the various partners emerge, engage with partners to develop a TRPA Housing Program Action Plan specifying TRPA’s work toward implementing the Regional Plan and regional housing goals. The housing needs assessments from both North Shore and South Shore, as well as TRPA’s Housing Program Action Plan will be aligned to the core principles of the Regional Plan to drive housing action.

Across the United States, and particularly in the West, states, municipalities, and regions are changing zoning and land use policies to accommodate more diverse housing types and to correct jobs/housing imbalances. Depending on the unique characteristics of communities, different places focus on different mixes of new construction, preservation of existing housing, and protection of vulnerable communities. Already in Tahoe two community groups have emerged to open Tahoe’s second home stock to local renters. Responding to the greatest gaps in need to housing Tahoe workers who cannot now find or afford housing and in consideration of Tahoe’s extremely sensitive environment and limits on development, it is important that we find ways to incentivize much of the remaining new allowable development to be affordable, moderate, or achievable housing. TRPA has the opportunity to take the lead on aligning, organizing, and implementing region-wide reforms that incentivize these housing types to complement local government and other ongoing efforts.

As described in Element 2, staff will conduct public workshops with the TRPA board and others to fully discuss the different types of reforms that could be appropriate for our region, and to facilitate a discussion on the potential impacts of different policy options on affordable-achievable housing supply, neighborhoods, the environment, and other basin concerns. Laying the groundwork in this manner will allow the board to a) act quickly and with full information as local jurisdictions bring Area Plan amendments forward; and b) determine which, if any policy changes should be enacted at the region-wide level. Staff strongly advocates being part of the regional solution to the extreme undersupply of affordable-achievable workforce housing with supportive policy and action as long as the actions fall within the core principles of the Regional Plan and its environmental guidelines. Part of the solution will be collaboratively developing ways to assure new or unlocked workforce housing units are permanently preserved for workers and local residents.

Products:

- Approved TRPA Housing Program Action Plan

Timing:

- July 2020.

**Element 4 – Support and Publicize Current Incentives and Action Plan.** TRPA’s Development Rights Strategic Initiative was a milestone in opening the door for more sustainable redevelopment. Helping the public and stakeholders to understand and utilize these existing incentives is the next step. This element helps publicize current incentives, creates user-friendly on-line platforms and coordinates with local jurisdictions to streamline multi-agency permitting processes. This element will also include broadly informing and educating stakeholders and the public on the specific items from the new TRPA Action Plan. It is supported by the Housing Navigator/Ombudsperson who helps affordable, moderate, and achievable housing project applicants through the permitting process.



- Products:
- Deed-restriction webpage
  - Continue to upgrade parcel tracker and on-line tools that help applicants understand permissible uses and allowable densities, parking, etc. on individual parcels.
  - Biennial reports to GB on outcomes from Development Rights Strategic Initiative.
  - Workshops with Real Estate Agents, others to publicize incentives.
  - Other items from Action Plan as they are determined.

- Timing:
- On-going

**Element 5 – Materials and Outreach.** Regardless of the priorities identified as part of TRPA’s Action Plan, TRPA will create fact sheets, maintain TRPA’s housing webpage, and provide materials to the public and developers to advertise the type of housing needed and current incentives. TRPA will also draw on data from Research and Analysis and existing reports to create materials that illuminate aspects of the Basin’s housing opportunities and challenges for specific audiences.

Products:

- Housing Webpage updates
- Fact Sheets/Infographics

Timing:

- On-going



## Budget

Staff will complete this work in-house, with a small amount of contract budget for printing and design of specialized materials. Budget comprises staff time for the roles outlined below.

Contract budget:

\$5,000 for design, printing and distribution of fact sheets and meeting notices.

Optional: \$10,000 for housing renderings and construction details specific to Tahoe.

## Team

Housing Program Lead: Karen Fink

- The Housing Program Coordinator will oversee this Work Plan and manage staff assisting on specific tasks.
- Serve in the Housing Ombudsperson role, assisting affordable, moderate, and achievable project applicants to navigate the permitting process, including:
  - Assist potential affordable-achievable housing applicants to understand what is allowed on their property and how to obtain bonus units.
  - Serve as a contact for the applicant through the permitting process to help marshal resources or ideas as needed to facilitate projects.
  - Maintain a list of common obstacles experienced by applicants in building affordable, achievable, and moderate housing.
- Attend Leadership meetings, advise management on upcoming changes to state and local legislation related to housing, and on possible directions for TRPA related to housing.
- Work to align the Housing Program Work Plan with other key agency priorities, understand and communicate those priorities to the public and agency staff.
- Articulate TRPA's current stance on housing and promote existing TRPA housing incentives at public forums.
- Integrate statewide and local housing legislation changes and innovations into TRPA processes, as appropriate (via the Local Government and Housing Committee and TRPA Governing Board)
- Support basin-wide efforts to provide the appropriate amount of housing for the Region.
- Coordinate with Transportation, Research and Analysis, and Current Planning to provide input and support for related initiatives.

Housing Research Lead (1/4 of staff person's time): Rebecca Cremeen, Michael Conger or Alyssa Bettinger

- This person would research best practices for housing policies and assist with preparation and delivery of governing board presentations and staff reports.

Housing Intern: As needed

- Collect and organize data on housing in Tahoe; research best practices; create fact-sheets

Communications: Sarah Underhill

- Create consistent-looking fact sheets, reports and online content.

Other Departments:

- Draw on other department staff periodically such as Research and Analysis to keep data sources and online tools up to date.

Represent TRPA at Mountain Housing Council, Tahoe Prosperity Center, other public forums:

- Mountain Housing Council, Tahoe Prosperity Center Quarterly Meetings: John Hester, Chief Operating Officer -- lead.
- Karen Fink – lead on public forums; attend TPC and MHC Work Groups, alternate to John Hester for quarterly meetings, back-up for quarterly MHC and TPC meeting attendance.

**Stakeholder Engagement**

Stakeholder engagement is essential to garnering support for any proposed policy changes that will further support implementation of the Regional Plan. As noted above in Element 2, stakeholder feedback and participation will be an important part of the process. It will also be critical to work with those communities most in need of housing, and most affected by any changes to housing patterns.

**Board and Committee Roles**

Local Government and Housing Committee – Staff will vet action proposals with LGHC before taking them to the Governing Board for approval.

Governing Board – Presentations and workshops on housing needs, legislation, and best practices will be in front of the full governing board. Work Plan and commitment to TRPA Housing Program Action Plan will come to the full board for approval after a recommendation for approval from LGHC.





# Timeline

	Nov/ Dec- 19	Jan- 20	Feb- 20	Mar- 20	Apr- 20	May- 20	Jun- 20	Jul- 20
<b>Housing Work Plan Timeline</b>								
Housing Work Plan, Overview of Housing Actions in the Basin Presentation (LGHC/GB)								
South Shore/North Shore Needs Assessment and Housing Action Plans Presentation (GB)								
Mountain Housing Council Presentation of ADU Policy Paper (GB)								
CA and NV Statewide Legislation Presentation (GB)								
Local Government Policy Changes Under Consideration (GB)								
Best Practices Presentations (ADUs, FAR/Density, Housing Types, Streamlining, Other Regional Approaches, etc.) (GB)								
TRPA Housing Action Plan Presentation and direction (LGHC/GB)								

